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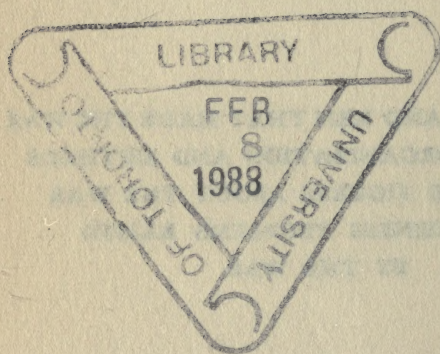
3000 Figures and Facts About the
Conduct of War, the Present
Crisis, and its Causes

THE EVENTS AND MEN THAT MADE THE WAR
MILITARY ORGANIZATION AND METHODS
FACTS AND FIGURES ABOUT THE WAR
NEW BUSINESS PROBLEMS RAISED
BY THE WAR

A. W. SHAW COMPANY, LTD.
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1914

THE
WAR
BOOK OF FACTS

2000 Pictures and Maps About the
Course of War the World
China and the World



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CHAPTER I

Events Leading to the War

AFTER the exhausting struggles of the French Revolution, France fell fainting into the arms of Napoleon. Under his guidance she entered upon a new career of glory and conquest that came to a tragic end on the field of Waterloo. What France had gained in territory during the first period of the Napoleonic Wars she was destined to lose during the Hundred Days. After Waterloo, the German Powers demanded her dismemberment on the ground that it was essential to their safety. It was due to the counsel of Alexander I. of Russia, supported by the commonsense of Castlereagh and Wellington, that a "just equilibrium" was maintained, and France was spared the humiliation of coercive measures which would have left her smarting under a sense of injury.

The Peace of Paris in 1815 restored to France her traditional boundaries. The history of international politics in the years immediately following the Treaty of Paris is the history of an attempt to establish a system that would hold France in check and preserve the peace of Europe. Out of this real or fancied need arose that vague association of Powers, the invention of Alexander I. of Russia, known as the "Holy Alliance." By the terms of this alliance the high contracting parties bound themselves to co-operate in any movement deemed necessary in the interests of any or all concerned. England refused to take part in what Castlereagh described as "a sublime piece of mysticism and nonsense," on the ground that the contemplated "universal guarantee" would imperil the independence of small States.

England adopted her traditional attitude with reference to international engagements of a general

character ; she refused to bind herself in such a way as to restrict her liberty of action under circumstances which could not be foreseen. Owing to the opposition of England—an opposition which later became a definite breach—the Holy Alliance never developed beyond the nebulous state which characterized it from its birth.

But the concert of the Powers which the Holy Alliance brought into being served the useful purpose of preserving peace in Europe and prepared the way for a marvellous economic development. The middle classes, especially in France, becoming more powerful through increase in wealth, established the bourgeois monarchy. The establishment of the independent kingdom of Belgium, the result of a successful revolt against Dutch domination, marked the first breach in the territorial settlement of 1815. In England, the passage of the Reform Bill in 1832 ended the agitation of the disfranchised middle classes and averted a threatened revolution.

International politics between 1831 and 1841 were concerned mainly with questions arising out of the antagonism between the western constitutional Powers, France and England, and the autocratic eastern Powers, Prussia, Austria, and Russia. From this grouping of the Powers, based on political principles, arose the first entente between France and England, which lasted until 1840.

In the meantime the Holy Alliance had been reconstituted with Russia, Austria and Prussia as the high contracting Powers, and with Alexander I. in undisputed leadership. It proclaimed the principle of "divine right," as opposed to the liberal views advocated by France and England. This deep cleavage in principles led to a definite alignment of Powers on the question of the Spanish succession. But the revolutions in France, inspired by the ambition of the rising bourgeois class for political power, had profoundly influenced the political life of the French people. In spite of the failure of bourgeois government as represented by Louis Philippe, the middle

classes achieved a signal triumph in placing Louis Napoleon on the throne under the title Napoleon III. The great Napoleon was, in a sense, the product of the great French Revolution ; he was regarded as the saviour and protector of the revolutionary movement, destined to preserve its results and extend its influence. Louis Napoleon was first made President and then Emperor to carry on the work of his distinguished predecessor. Coming to power under such circumstances, it soon became evident that Napoleon III. was a menace to the peace of Europe. He represented the antithesis of everything for which the other great European Powers stood.

From the first he was committed to the principle of nationality; to the restoration of the "natural boundaries" of France. But, during the lull before the storm of war that was soon to break, there was a period of great industrial activity, during which inventive genius and engineering skill changed the face of France and profoundly altered the conditions of life. The Crimean War left France the most powerful nation in continental Europe, and the Congress of Paris, at which a higher conception of international law was proclaimed, shed additional glory on the Emperor. The Italian War of 1859 secured for France a part of the "natural boundary" to which she had aspired since 1815. The question now was whether she would be able to gain her other natural frontier on the Rhine.

In Germany great events were preparing. William I. had placed the supreme direction of Prussian affairs in the hands of Otto von Bismarck, who established the confederation of North German States, and laid the foundations of German power in the North Sea and of German rivalry with England in the future.

The inevitable conflict between Napoleon and Bismarck was not long delayed. The sudden menace of the new German power alarmed France, and negotiations were opened in the form of the offer of "compensations" for the restoration to France of the

Rhine frontier. But Napoleon's intrigues with the South German States were exposed by the astute Bismarck, and Napoleonic diplomacy was discredited in the eyes of Europe.

The immediate cause of the rupture between France and Russia, aided by the famous Enis telegrams, was the offer of the vacant Spanish throne to a prince of the house of Hohenzollern. While Napoleon hesitated, the war party in France fanned the flame of popular enthusiasm; and on the 18th of July, 1870, a declaration of war was sent to Berlin.

The hopes Napoleon had founded on the dissension of the South German States were belied, and the object of Bismarck, the union of German States into a coherent whole, was accomplished. Crushing defeats were suffered by the French at Worth and at Sedan; on the 19th of September, Paris was invested and, after a heroic resistance, surrendered. The imposing structure of the Second Empire fell to the earth, and was succeeded by a provisional republican government set up in Paris on September 24th, while William I. was proclaimed German Emperor in the following January.

By the terms of peace France ceded to the German Empire Alsace (except Belfort) and Lorraine, with Metz and Thionville, and agreed to pay an indemnity of £200,000,000. Thus was established the powerful German Empire which was destined to become the first country in Europe, and whose ambitions were, from the first, a menace to all who stood in her path.

Other changes accompanied or followed the alteration in the balance of power which resulted from the decline of France and the rise of Germany. The Dual Monarchy (Austria-Hungary) had been established, Francis-Joseph being crowned King of Hungary. In Italy the unification of the kingdom had been accomplished, while in Rome the temporal power of the popes had come to an end.

Another outcome of the collapse of France was the denunciation by Russia of the Black Sea clauses

of the Treaty of Paris of 1856, which was brought about by an entente between Russia and Germany. With these alterations in the boundaries and constitutions of States and this new alignment of Powers the history of Europe enters a new phase.

The dominating element in this new phase was the cordial friendship established between Germany and her powerful neighbour on the east, the Russian Empire, a friendship which began under the most favourable auspices. This friendship was part of Bismarck's policy, and another part was the conciliation of Austria. This latter task was not easy to accomplish, for Austria was far from satisfied with territorial settlements in Southern Europe which had robbed her of part of her territory. As compensation for these losses Bismarck suggested the acquisition of Bosnia and Herzegovina. Bismarck's overtures to Austria were accepted with good grace, and at a conference between Bismarck and Andrassy, in which Russia was invited to participate, the Three Emperors' League was founded without any formal treaty being signed. The object which Bismarck had in view in forming this new alliance can only be conjectured, but a competent Russian authority was probably not far wrong in describing it thus: "To make Austria accept definitely her deposition as a Germanic Power, to put her in perpetual conflict with Russia in the Balkan Peninsula, and to found on that irreconcilable rivalry the hegemony of Germany." From the point of view of Germany's requirements it served two useful purposes; it preserved the *status quo* and protected the new German Empire from the only Powers in Europe she had occasion to fear.

But this friendship, based for the moment on mutual interests, could not bear the strains to which it was soon to be subjected. When Russia, by the reluctant consent of the European Powers, was allowed a free hand in the settlement of the Turkish question, she became the object of suspicion because of the use she made of her power in the treaty of San Stefano.

At this point she naturally counted on the debt of gratitude which Bismarck had publicly acknowledged as owing to Russia because of her benevolent neutrality during the Franco-Prussian war. Now, instead of active support, Bismarck offered her the services of an "honest broker"—in Russia's eyes an inadequate performance of Germany's plain duty. "Needless to say," commented Prince Gorthakod, "in our eyes the 'Three Emperors' Alliance is practically torn in pieces by the conduct of our two allies. At present it remains for us merely to terminate the liquidations of the past and to seek henceforth support in ourselves alone." The same view of the situation was taken in Berlin and Vienna, but not for the same reasons. Thereupon Bismarck concluded with Austria-Hungary a formal defensive alliance which was avowedly aimed at Russia, an alliance which subsequently developed into the Triple Alliance—Germany, Austria-Hungary and Italy.

At this stage the affairs of Europe became fairly quiescent in regard to possible changes of boundaries and acquisition of further territory. A long period ensued in which all the countries of Europe, led by Great Britain, set out to exploit empty places of the earth. Great Britain seized and developed a large slice of Africa. France and Germany followed suit. Italy also took a hand in the game. Spain was not strong enough to enter into this struggle, and in a disastrous war with the United States lost practically all her colonies. This led to an alteration of the balance of power in the Pacific, and in the final adjustment, or rather maladjustment, after a fierce war between Russia and Japan, Japan found herself in possession of Korea.

Russia and England had acquired stations in the Chinese Seas, and the defence of the southern shores of the Mediterranean was temporarily adjusted between France, Germany, and Great Britain. At each stage of these delicate negotiations there was always a possibility of armed intervention. The position at the beginning of 1914 was that all the

great nations of Europe were anticipating a speedy outbreak of hostilities in regard to their various misunderstandings.

The story of the strained negotiations immediately preceding the outbreak of war is told, simply and graphically, in the pages of the British Government's White Paper (Cd. 7467, 9d.) issued on August 14th. It gives the details of 159 conversations, letters and telegrams which passed between the Foreign Office and the various diplomatists concerned in the affairs of the nations. At the beginning the relations almost entirely dealt with the Austrian attack on Servia, which followed the murder of the Austrian Archduke and Archduchess. Then Russia declared her intention to take at least a benevolent interest in the destiny of Servia and of the Slavonic peoples in the Austrian Empire. Russia, indeed, began to mobilize against Austria.

Then German diplomacy got busy. Germany said she regarded the warlike preparations on her eastern frontiers as a menace, and demanded that an assurance should be given that they should stop forthwith. Russia disregarded the German Emperor's ultimatum, whereupon Germany was declared to be under martial law, and the mobilization of Germany's vast army began. This was too much for France, which in turn began to mobilize.

Britain's efforts all through had been for peace, but by a happy coincidence our fleet was practically in a condition of mobilization on account of the Naval Review. Matters became more strained from day to day, even from hour to hour. News came that the Germans had violated the neutrality of Luxemburg. On August 2nd, Sir Edward Grey informed the French Ambassador at London to the following effect :—

“I am authorized to give an assurance that, if the German fleet comes into the Channel or through the North Sea to undertake hostile operations against French coasts or shipping, the British fleet will give all the protection in its power.

“This assurance is of course subject to the policy of His Majesty’s Government receiving the support of Parliament, and must not be taken as binding His Majesty’s Government to take action until the above contingency of action by the German fleet takes place.”

With the news that the German army had also violated the neutrality of Belgium, and had detained British ships, Sir Edward Grey addressed a final telegram to the British Ambassador in Berlin :—

“We hear that Germany has addressed note to Belgian Minister for Foreign Affairs stating that German Government will be compelled to carry out, if necessary, by force of arms, the measures considered indispensable.

“We are also informed that Belgian territory has been violated at Gemmenich.

“In these circumstances, and in view of the fact that Germany declined to give the same assurance respecting Belgium as France gave last week in reply to our request made simultaneously at Berlin and Paris, we must repeat that request, and ask that a satisfactory reply to it and to my telegram of this morning be received here by 12 o’clock to-night. If not, you are instructed to ask for your passports, and to say that His Majesty’s Government feel bound to take all steps in their power to uphold the neutrality of Belgium and the observance of a treaty to which Germany is as much a party as ourselves.”

The result of the conflict no man can foresee, except to be sure that world-civilization will be arrested for a generation. Germany and Austria are alike seeking outlets to the sea. Italy stands aside from the Triple Alliance on the ground that her allies are aggressors. So far Germany and Austria have to fight Great Britain, France, Belgium, Russia, and Servia. The hopes of all are that still further nations will not be drawn into the fight. Yet as we close these pages comes the news that Japan has declared war against Germany.



CHAPTER II

The Men in the Public Eye During the Present Crisis

ADAIR, Gen. Sir W. T., K.C.B., in command of the Royal Marine Light Infantry.

ADDISON, Dr. Christopher, M.P., Parliamentary Secretary to the Board of Education, holds a commission as surgeon-captain in the York and Lancaster Regiment. He was formerly a combatant officer in the Volunteers (Hallamshire Rifles), and reached the rank of captain after less than four years' service.

ALBERT, H.R.H. Prince, the King's midshipman son, who is 19 years old, is on board H.M.S. *Collingwood*, the flagship of the First Battle Squadron. In the whole ship's company none is keener on his duties or throws himself more whole-heartedly into the spirit of the stern game of war than the second son of our King. There are nearly five hundred midshipmen serving in the Navy, representing almost every famous English family.

ALBERT, King of the Belgians, born in 1875, succeeded his uncle, Leopold II., on December 17, 1909. In October, 1900, he married the Duchess Elizabeth of Bavaria, and three children have been born to him. He is cousin, a few times removed, of King George, his father (the Count of Flanders) and his uncle (Leopold II.) being first cousins of Queen Victoria. It is interesting to recall that his father, the Count of Flanders (who died over eight years ago, and who was born just before Queen Victoria ascended the throne) was given the name of George in honour of St. George of England and of our George IV. In his private life he is a man of many varied interests. He is an author of distinction, a keen aviator, and a student of warfare and military tactics.

ALLENBY, Major-General Edmund Henry, C.B., is in command of the Cavalry Division. Born in 1861, he entered the army in 1884, and at once saw active service in the Bechuanaland Expedition. He took part in the Zulu campaign of 1888, and during the South African war he was twice mentioned in dispatches.

ASQUITH, Rt. Hon. Herbert H., Prime Minister of Great Britain since 1908. Born in Morley, Yorks, September 12, 1852. Educated at Balliol College, Oxford. Came to London as a Barrister in 1876. Has been a Member of Parliament for East Fife since 1886.

BATTENBERG, Prince Louis of. Born in 1854, he married Victoria, daughter of Louis IV. of Bavaria, in 1894. He subsequently became an admiral of the British Fleet, and in 1912 was appointed to be First Sea Lord of the Admiralty. He has also held the position of head of the Naval Intelligence Department.

BAYLY, Vice-Admiral Sir Lewis, commands the First Battle Squadron in the new battleship *Marlborough*. He is 56 years of age, and has been in the Navy since 1870. He first made his mark as a torpedo specialist, winning the £80 prize for this branch at Greenwich College in 1884. As Commodore of the Home Fleet destroyers he did much to promote the efficiency of the flotillas, and was afterwards placed in command of the War College from 1908 to 1911. Since then he has commanded the First Battle-Cruiser Squadron for two years, and the Third Battle Squadron for a year, his present command dating from June 22 last.

BEATTY, Rear-Admiral Sir David, commanding the First Battle-Cruiser Squadron, in H.M.S. *Lion*, won early promotion to the rank of captain for gallantry in China in 1900, so that he reached flag rank at the age of 39. Since then he has been Naval Secretary to the First Lord, and he took up his present command in March, 1913. His well-known courage and dash should find full scope with the splendid battle-cruisers in the squadron of which he is in charge.

BETHELL, Vice-Admiral the Hon. Sir A. E., K.C.B., K.C.M.G., on board H.M.S. *Prince George*, is Vice-Admiral Commanding Battleships of Third Fleet. He has been in command of the Royal Naval War College since 1912, when he relinquished the command of our naval forces in the East Indies.

BETHMANN-HOLLWEG, Dr. Theobald, Chancellor of the German Empire, and Prussian Minister of the Council and Minister of State for Foreign Affairs since 1909. Born in Brandenburg, 1856. Entered the Civil Service in 1879. Has held various offices and cabinet ministries since 1899. Doctor of Laws, and General Lieutenant in the Prussian Army.

BRADFORD, Vice-Admiral E. E., in the Third Battle Squadron, has charge of our principal pre-Dreadnought battleships, in one of which, the *King Edward VII.*, he flies his flag. He is a gunnery specialist. Entering the service in 1872 he was in the Egyptian War of 1882. In 1890 an essay from his pen on the maritime defence of the United Kingdom and its trade in a war with a naval Power was placed second in the competition for the United Service Institution's gold medal. For some time he was Sir Arthur Wilson's flag captain in the Channel Fleet, and as a rear-admiral he was in the Second Division of the Home Fleet in 1909-10 and in command of the Training Squadron in 1911-13.

BRIDGES, Brigadier-General William Throsley, commander of the contingent which Australia is sending to help the Mother Country, went to South Africa with the Commonwealth Force, and was present at some of the chief engagements of the campaign. The son of a naval officer who settled in New South Wales, General Bridges, after a military education in Canada, joined the Royal Australian Artillery nearly 30 years ago. A quarter of a century later he was appointed Commandant of the Royal Military College of Australia at Duntroon. He had previously acted as Chief of the General Staff of the Commonwealth Army.

BROWNING, Rear-Admiral M. E., flying his flag in the *Hibernia* as chief of the Third Battle Squadron, has been in the Navy since 1876, and is now 51 years old. He was injured on peace service, losing his left hand in an accident in the *Inflexible* in 1889. He has twice seen war service, in Egypt (1882), and in the China rebellion of 1900, being mentioned in dispatches for his ability in the latter.

CAMPBELL, Rear-Admiral H. H., C.V.O. Flagship: H.M.S. *Bacchante*. Is Assistant-Director of the Naval Intelligence Department. Born in 1865, he was in command of H.M.S. *Terrible*, escort to the Prince and Princess of Wales during their visit to India in 1905-6.

CHURCHILL, Rt. Hon. Winston Leonard Spencer, is not yet forty years of age, and has the distinction of being the youngest First Lord who ever presided at the Admiralty. By common consent he has imported to the Naval Administration of our country an audacity and an energy never before brought to bear upon the Service. Few public men have had a more adventurous career. He entered the Army in 1895 and soon afterwards served with the Spanish forces in Cuba during the Spanish-American War. He again saw active service a year later in Egypt. During the Boer War he acted as correspondent of the *Morning Post*. Soon after the outbreak of hostilities he was made prisoner, but within a month he succeeded in making his escape from Pretoria. In addition to his active military and political career he is an author of repute. Since his appointment as First Lord of the Admiralty he has been down in submarines and up in aeroplanes, and is familiar with the smallest naval detail at first hand.

CODRINGTON, Lieutenant-General Sir Alfred, C.V.O., entered the Coldstream Guards in 1873. He served throughout the Egyptian campaign of 1882, was mentioned in dispatches and was decorated by the Khedive. In 1908-9 he was in command of the London Division of the Territorial Force. At the outbreak of hostilities he became a member of the British War Council.

COWANS, Major-General Sir J. S., K.C.B., M.V.O., Quarter-Master-General to the Forces, and third military member of the Army Council. He is a noted organizer of personnel.

DE BUNSEN, Rt. Hon. Sir Maurice, G.C.M.G., K.C.V.O., British Ambassador at Vienna at the outbreak of war. He was formerly Ambassador at Madrid. Of all the diplomats affected by the war, he was almost the last to ask for his passport, which was only done when every possible endeavour to preserve peace between Great Britain and Austria was futile.

DE GUISE, General, whose name came into prominence during the siege and defence of Liège. He was second in command, and to his energy more than to any other man was due the fierce defence of the forts. He was a pupil of the celebrated General Brialmont, "the Vauban of our time," who designed the fortifications of Liège, Antwerp, Namur, Bucharest and other places.

DELCASSÉ, M. Théophile, was born in Paris in 1882. His appointment as French Minister of War makes the 59th change in that post since the establishment of the Third Republic, forty-three years ago. As, however, several statesmen have filled the post more than once, it has had only 33 different occupants under the Republic. Still, this record compares unfavourably with that of the German War Office, which has had but six different chiefs since 1871; while during the same period we have had fourteen different War Secretaries. He first came into public notice as Colonial Minister in 1894. He was made Minister of Foreign Affairs in 1898, but was compelled to resign office in 1905, his resignation being practically demanded by Germany as an alternative to war. His chief achievement was the tactful way in which he settled the differences between France and Great Britain over the question of the occupation of Fashoda.

DOUGLAS, General Sir C. W. H., G.C.B., A.D.C., Colonel Commanding Gordon Highlanders, Chief of the Imperial General Staff, and first military member of the Army Council. He was born in 1850, and has held administrative posts in the Army since the Afghan War of 1879.

DRISCOLL, Lt.-Col. Daniel P., D.S.O., Chief Executive Officer of the Legion of Frontiersmen. He won his D.S.O. and medals in South Africa.

DUMONT, Santos, a famous aviator who has offered his services to the French Government.

EUGENIE, Widow of Napoleon III., Emperor of the French. The Empress, who has lived in England for many years, has offered her yacht *Thistle* as a war hospital.

EVAN-THOMAS, Rear-Admiral Hugh, M.V.O., is serving in the First Battle Squadron, with his flag in H.M.S. *St. Vincent*. He was in command of Dartmouth College in 1910-12. He is 51 years of age, and entered the Navy in 1876. His career has been associated with that of Admiral Lord Charles Beresford.

FARQUHAR, Vice-Admiral Arthur Murray, C.V.O., has been in command of the Coast Guard and Reserves since 1912. Upon him now falls the responsibility of organizing the watch which is maintained day and night around the accessible portions of the coast of Great Britain. He has been decorated by the French Government. He was born in 1855 and entered the Navy in 1868.

FRANCIS-JOSEPH I., King of Hungary and Emperor of Austria, was born on August 18, 1830. He succeeded his uncle Ferdinand I. on December, 1848. The alleged murder of his heir by Servians was the nominal occasion for a proclamation of war between Austria and Servia, an event which led to Russian mobilization and the subsequent developments involving France, Germany, Belgium and Great Britain.

FREDERICK-WILLIAM, Crown Prince of Germany, born in 1882, has yet to win his spurs on the field of battle. As to his ability reports are conflicting. Some assert that he is a chip of the old block, others that he is imbued with most of the Kaiser's vices and but few of his virtues. His leaning towards militarism and things military was recently revealed in the preface of an illustrated gift-book which he wrote, entitled "Germany in Arms," and on which he stated that: "Though the world were full of devils in arms against us, we shall outmatch them, be the stress of the hour what it may." He is honorary Colonel-in-Chief of our 11th Hussars.

FRENCH, Field-Marshal Sir John, K.C.M.G., G.C.B., K.C.B. Sir John French, Inspector-General of the Army, was one of the few officers, says a military expert, whose reputation did not find an untimely grave in the South African War. It was the cradle of his. Before that he had distinguished himself as an astute and gallant leader of cavalry in the Sudan. He was one of the luckless officers at the head of a mere handful of troops who endeavoured to rescue General Gordon. He fought the two opening engagements of the South African War in Natal. He left Ladysmith in the last train before the siege (having realized the uselessness of cavalry for the coming siege). He then took a glorious part in the relief of Kimberley, and in the subsequent operations against Cronje. He, too, was the general who cleared up the war after Lord Robert's departure. It has been said of him that "in character he is a man of cold persistence and of fiery energy, cautious and yet audacious, weighing his actions well, but carrying them out with the dash that befits a mounted leader. He is remarkable for the quickness of his decision, alert, resourceful, and determined. Born in 1852 he joined H.M.S. *Britannia* in 1866 and served as a midshipman in the Royal Navy for four years. He entered the Army in 1874.

GAMBLE, Vice-Admiral Sir Douglas, K.C.V.O., with his flag in H.M.S. *Dreadnought*, is in command of the Fourth Battle Squadron. He was born fifty-seven years ago and has been in the Navy since 1870.

He was selected in 1909 as Naval Adviser to Turkey. He is A.D.C. to the King, and the oldest Admiral of the High Seas Fleet.

GAULT, Hamilton, of Montreal, a public-spirited Canadian, who is equipping a Canadian Regiment at his own expense.

GEORGE V., King of Great Britain and Ireland, Emperor of India. Born June 3, 1865; succeeded his father, Edward VII., May 6, 1910. His Majesty has kept in the closest possible touch with the development of the war, and has initiated and assisted several organized means to secure the alleviation of the inevitable suffering and distress associated with the conflict. His Majesty's solicitous care is shown in the message addressed to the Fleet through Admiral Sir John Jellicoe: "At this grave moment in our national history, I send to you, and through you to the officers and men of the fleets of which you have assumed command, the assurance of my confidence that under your direction they will revive and renew the old glories of the Royal Navy, and prove once again the sure shield of Britain and of her Empire in the hour of trial.—GEORGE, R.I."

GEORGE, Prince, of Prussia, a nephew of the German Emperor, was taken prisoner by the Allies in the early days of the war.

GEORGE, Prince, of Servia, was wounded and rendered unconscious by a shell at Belgrade, at the outbreak of hostilities between Austria and Servia. His exploits have earned for him the nickname of the "Bad Boy of Europe." Five years ago he formally renounced his rights, as Crown Prince and as King Peter's eldest son, to the throne of Servia.

GOFFINET, Baron, a distinguished Belgian soldier who is Aide-de-Camp to King Albert.

GOODENOUGH, Commodore W. E., M.V.O., in command of the First Light Cruiser Squadron, his pennant flying from H.M.S. *Southampton*. He is 47 years of age, and joined the Royal Navy in 1880. In H.M.S. *Cochrane* he escorted the King on his voyage to India. He was in command of the Royal Naval College, Dartmouth, in 1905-7.

GOSCHEN, Rt. Hon. Sir William Edward, G.C.B., K.C.M.G., G.C.V.O., was British Ambassador at Berlin before the war. He was born in 1847, and has had a distinguished diplomatic career.

GOUDNER, General, Belgian officer in charge of the defences of Liège.

GOUGH-CALTHORPE, Rear-Admiral the Hon. S. A., C.V.O., commanding the Second Cruiser Squadron, in the *Shannon*, is a torpedo officer of scientific attainments. He was born in 1864 and joined the Navy in 1886. He was promoted to the rank of commander for services during the Brass River and M'Weli expeditions and on the West and East African coasts in 1895, and during the Russo-Japanese War was Naval Attaché at St. Petersburg.

GRANT, Rear-Admiral William L., C.B. Flagship: H.M.S. *Drake*. Born 1864; entered Navy 1877. Served in Egypt. Was naval adviser to the Army Council and attached to the Home Fleet for special service in 1910.

GREY, Rt. Hon. Sir Edward, Secretary of State for Foreign Affairs, whose negotiations with the various Governments of Europe preceding the war are admitted to have been of the wisest kind. He was born in 1862, and has been M.P. for Berwick since 1885. To him fell the duty of announcing to the House of Commons that Great Britain would support France against Germany. A writer in *The Globe*, referring to his speech, said: "Without any histrionics or straining for effect, though with the ring of honest indignation in his voice, he spoke out as the House has never heard him speak before. As he stood at the box, calm, resolved, confident in the justice of his cause, one realized the esteem with which his name is regarded in every foreign capital, and felt that it would be an honour to be worsted by such a man."

GRIERSON, Lt.-Gen. Sir James M., K.C.B., C.V.O., in command of the Second Army Corps (3rd and 4th divisions). He has been Chief of Eastern Command since 1912. Born 1859; served in Egypt and South Africa. Author of several works on the armies of Europe. He is a member of the War Council. (Died Aug. 17, 1914, in France.)

GROUITCH, Mons., the Servian Permanent Under-Secretary for Foreign Affairs.

HAGGARD, Major Arthur, Chairman of the Veteran's Corps. Born 1860. Educated at the Royal Military College. Joined Army, 1884, and served in Egypt and South Africa.

HAIG, Lieutenant-General Sir Douglas, K.C.B., K.C.I.E., K.C.V.O., A.D.C., is in command of an army corps with the British Expeditionary Forces in Belgium.

HALDANE, Lord, Lord High Chancellor of England since 1912. Lord Haldane, has proved his ability in many directions, but in none more than in his work as a military organizer. The modern mobilization regulations are an innovation in this country, and are in a great measure due to his wonderful foresight. The smoothness and celerity with which they have been carried out is the best of testimony to his ability. Born in 1856, he was educated partly in this country and partly in Germany. The knowledge he acquired on the Continent, and his subsequent visits to Berlin, enabled him to perfect our own war preparations when he assumed the onerous post of War Secretary. He is a man of extraordinary versatility and of exceptional energy, who combines the philosophical mind with the keen and practical brain of the great organizer. He was born in 1856. Since the declaration of war, Lord Haldane has been working at the War Office in association with Lord Kitchener, the present Secretary of State for War.

HAMBLEDEN, Lord, Major in the 1st Devon Yeomanry, has given £15,000 to the Prince of Wales National Relief Fund.

HAMILTON, Lieutenant-General Sir Bruce, K.C.B., K.C.V.O., is in command of certain Corps of Territorials. Born in 1857; joined Army 1877; served with marked distinction in the Afghan, Boer, Burmah, Ashanti, Benin and South African Campaigns, and commander the second division of the 1st Army Corps from 1904-9.

HAMILTON, General Sir Ian, G.C.B., D.S.O., is a soldier to the backbone, born in the military atmosphere of Corfu. Serving in the Afghan and the first Boer Wars he took part in the Nile Expedition of 1884, when he was awarded the Khedive star for distinguished services. Under the generalship of Sir George White he fought with conspicuous gallantry through the siege of Ladysmith, and was subsequently promoted to the rank of major-general. Selected by Lord Kitchener in 1901 as his Chief of the Staff, he shared with General Sir John French the responsibility of commanding our mobile forces. A soldier through and through he also possesses a literary vein of unusual distinction. His work, published in 1906, entitled "A Staff-Officer's Scrap-Book during the Russo-Japanese War," has run through several editions.

HELMSLEY, Major Viscount, M.P., was called from the House of Commons on the mobilization of the Yorkshire Hussars at York.

HENRY, Prince, of Prussia, holds the appointment of Admiral of the Fleet in the British Navy. He is a brother to the Kaiser, and has filled several important posts in the German fighting service.

HOOD, Rear-Admiral Horace, L.A., C.B., D.S.O., M.V.O., Naval Secretary to the First Lord of the Admiralty, was formerly in command of the Royal Naval College, Osborne. Born 1870. Joined Royal Navy in 1883. Served in the Sudan (1897) and Somaliland. His brilliant qualities won recognition in despatches, and in 1912 he was appointed A.D.C. to the King.

HORNBY, Rear-Admiral Robert S. Phipps, C.M.G. Flagship: H.M.S., *Doris*. Born in 1866, he is one of the younger commanders of the Fleet, of whom, given the opportunity, much is expected. Though this is his first experience of active warfare, his skill as a naval strategist had already been proved during manœuvres.

HUGHES, Colonel, Minister of Militia in Canada, a post corresponding to the Secretaryship of State for War, is raising a force of 20,000 Canadians to assist the Imperial Forces.

HUGUET, Colonel, a French military attaché, who has been closely associated with the co-operation between the British and French War Offices.

JANKOVIC, General. A distinguished staff officer in command of the united Servian and Montenegrin Armies in the war against Austria.

JELlicoe, Sir John, who, as Commander-in-Chief of the Home Fleets, is in supreme command in the North Sea, is a young man of 54, as ages go in naval tradition. He has been in the Navy since 1872. He is a gunnery specialist, winning the £80 prize for gunnery when at college as lieutenant in 1883. Twice he has seen war service, first in the Egyptian War of 1882, and, secondly, in China in 1900, when he took part in the expedition to relieve the Peking Legations. His thoroughness as an administrator has been shown as Naval Assistant to the Controller, Director of Naval Ordnance, Third Sea Lord and Second Sea Lord, which latter post he has just left. Afloat, he has been rear-admiral in the Atlantic Fleet, vice-admiral commanding that Fleet, and vice-admiral commanding the Second Division of the Home Fleet. What he does not know about the east coast of England is not worth knowing. "It would almost seem," says a writer in the *Globe*, "as though the man to whom the chief command of the British Navy has now been entrusted had been specially saved by Providence for the accomplishment of some great task. He has been wrecked in circumstances which made his escape from drowning little short of a miracle. He was on the *Victoria* when she was rammed by the *Camperdown*, and he was severely wounded in rescuing the Legation at Peking. He is in the flower of his age, and at the height of the great career which began by his passing out of the *Britannia* the first of his 'batch' by over a hundred marks, and by obtaining three 'firsts' in his examination for sub-lieutenant. He thinks a great deal more than he talks, and the Navy to a man believes in him." Few men have had a greater share than Sir John Jellicoe in forging the mighty weapon of which he is now in charge. With Admiral Madden, his brother-in-law, and now the Chief of his Staff, he was associated with Lord Fisher on the famous Dreadnought Design Committee, and he has been a member of the Board of Admiralty since 1912. Sir John and his brother-in-law are in complete accord as to the strategy which should govern the disposition of the Fleets and the tactics to be employed in naval battle. He is a man of swift judgment and inflexible determination, who spares neither himself nor others. He was born on December 5, 1859, and is the son of a naval officer.

JOFFRE, General, the Commander-in-Chief of the French Army, has won his position by the exhibition of much the same qualities as those for which Lord Kitchener is famous. He is thorough, strong-willed to the point of obstinacy, and has a genius for organizing. "What Joffre says is done," is a saying in the French Army. Born in 1852, he served at the age of 18 in the great conflict of 1870. He may be regarded as the creator of the French Army organization of to-day, and more especially of the defences of her eastern frontier, in which material changes have been made in the past five years. "Personally," says a writer in the *Daily Telegraph*, "General Joffre is a country gentleman of great simplicity of character and

living, having had little leisure for amusements and hobbies throughout a strenuous life devoted to the military profession and art. He has, like so many other brilliant soldiers, a liking for whist and bridge, and is a player of more than average skill, a fact that he modestly denies." His untiring activity during the first week of the mobilization excited great admiration amongst the troops under his command. Within seven days he covered more than a thousand miles in his motor car to and fro along the prospective battle front. General Joffre was 62 years of age last January. He has been married for ten years, but is childless. He is of medium height, stout, with a massive head, fair-haired, and with a thick drooping moustache and heavy eye-brows nearly concealing his eyes.

KENSINGTON, Baron, D.S.O. Born 1873. Served in South Africa and was mentioned in dispatches. His Lordship is now with the Welsh Volunteer Force.

KITCHENER, Earl, of Khartoum, was born in 1850. After studying at Woolwich, he entered the Royal Engineers in 1871. Taking part in the Sudan Campaign for the relief of General Gordon, he attained the rank of lieutenant-colonel. He became Governor of Suakin in 1886 and Sirdar of the Egyptian Army in 1890. His public fame rests chiefly upon his work as an organizer of the victory of Omdurman, in which he completely overthrew the power of the Khalifa, and on his successful completion of the Boer War. Lord Rosebery has described him as "a great general with a dash of statesmanship." A taciturn man of few words, he has shown himself to be the type of man who succeeds in whatever he undertakes.

LEMAN, General, has suddenly come before the public eye through his masterly defence of Liège. It is one thing to possess a cleverly designed fortress; it is quite another matter to know how to defend it, even with troops of experience. There is abundant evidence that in General Leman, who is a mathematician and scientist, having attained distinction as a professor of mathematics in a Belgian military academy, Belgium has found the ideal combination of advanced science and thorough practical attainments. Add to this that General Leman is a man of fierce and untiring energy, and there is the explanation of the great soldier he has revealed himself to be. And this is his first work as a practical soldier. Indeed, the Belgian army as a whole has had no war experiences for two generations, the last occasion being the revolution of 1830. A few individual officers and men have, however, seen service in the Congo and in Mexico. General Leman is in charge of warlike operations for the first time at the age of 62. In appearance he is full-faced; bald, but with heavy moustache and beard, square and firm in the jaw, which, however, is more than balanced by his big cranial development. A man who has never spared himself, and is now in his prime.

LICHNOWSKY, Prince, the German Ambassador to Great Britain, is recognized to have strained every nerve to preserve peace to the latest possible moment.

LOUIS, Prince of Orleans, is a great-grandson of King Louis-Philippe of France. Although an officer in the Austrian Army, he has offered his services to France.

LOWTHER, Claude, M.P., Unionist M.P. for the Eskdale Division of Cumberland, says: "I feel that I would be able to serve my country better at the front than in the House of Commons." He has offered his services to Mr. Hughes in connection with forces raised in Canada.

LUXEMBURG, Marie, Grand Duchess of, whose neutral and independent territory was violated by Germany on the declaration of war, the Grand Duchess herself being subjected to personal threats at the point of the revolver when she protested, was born in 1894. "She is undoubtedly the most beautiful sovereign in Europe, slight, not too tall, and very fair," says an authority. "Her hair is bright gold, her features exquisitely cut, and her complexion exceedingly delicate."

MADDEN, Rear-Admiral Charles E., C.V.O., Chief of Staff under Admiral Jellicoe, with the High Seas Fleet in the North Sea, has held many naval offices and has in succession been rear-admiral in the First and Third Battle Squadrons and in the Second Cruiser Squadron. He is one of the coming men of the Navy, greatly experienced in staff duties and exercised in the handling of fleets. A few months before the outbreak of the war he was selected for the position of Third Sea Lord. Born in 1862, he entered the Navy in 1875. As captain, he gained distinction when he was in command of one of the earliest flotillas of torpedo-boat destroyers in the Mediterranean. He became rear-admiral in 1911, after he had gained a high reputation as an administrator. After acting as naval assistant to Lord Fisher at the Admiralty, he became captain of H.M.S. *Dreadnought* in 1907. Admiral Madden, like Sir John Jellicoe, whose brother-in-law he is, took part in the Egyptian War of 1882.

MARTINEAU, Lieutenant-Colonel E., V.D., Lord Mayor of Birmingham, is in command of the Royal Warwickshire Regiment. He saw active service with the "Fighting Fifth" in the Khartoum and Transvaal campaigns.

MARY, Queen-Consort of His Majesty King George V. Born May 26, 1867. Her Majesty has taken the keenest possible interest in the benevolent agencies called into existence by the war, and especially in the organization of a committee to collect clothing for the wives and children of soldiers at the front.

MENSDORFF-POUILLY-DIETRICHSTEIN, Count Albert, formerly Austrian Ambassador to the United Kingdom, where he was a popular member of the Diplomatic Corps and of general society for many years. He was appointed Ambassador to the Court of St. James's in 1904.

MILES, Sir Herbert S. G., K.C.B., M.V.O., Governor and Commander-in-Chief of Gibraltar, distinguished himself in the South African War, and became Commandant of the Staff College, Camberley.

MONTECUCUOLI, Admiral Count, is Chief Commander of the Austrian Fleet.

MOORE, Rear-Admiral Archibald G. H. W., C.V.O., C.B., the Third Sea Lord on the Board of Admiralty, hoists his flag in H.M.S. *Invincible*. He is a torpedo expert, and has much to do with the organization of our mosquito fleet. He was born in 1862. He has been continuously employed ashore or afloat since he entered the Navy in 1875. He was in the Mediterranean during the Egyptian War of 1882, and was for a time in command of the torpedo craft in the Mediterranean. He was captain of H.M.S. *Good Hope*, which took Mr. Chamberlain to South Africa. He has been Chief of Staff to the Home Fleet, and in 1910 was appointed Fourth Sea Lord.

MORLAND, Major-General T. L. N., C.B., D.S.O., is in command of the 2nd London Division, Territorial Force. He joined the King's Royal Rifles in 1884, and for some years served with the West African Frontier Force, of which he afterwards became Inspector-General.

MOSELY, Alfred, C.M.G., LL.D., was on hospital service in South Africa and is now in charge of the erection and equipment of the base hospital at South Queen's Ferry, Scotland, which was offered as a patriotic gift to the Queen.

MURRAY, Major-General Sir Archibald James, K.C.B., C.V.O., D.S.O., Chief of Staff of the British Expeditionary Force under Sir John French. Formerly in command of the Second Division, and at one time Director of Military Training. He was severely wounded in South Africa. Age 54.

NAIRN, Sir Michael B., Chairman of a German linoleum manufacturing company, has given £5,000 to the Prince of Wales' National Relief Fund.

NICOLAS II., Tsar of Russia, born May 6, 1868, at St. Petersburg, and a cousin of King George V., to whom he bears a personal resemblance. His Majesty is an Admiral of the Fleet in the British Navy.

OPENSHAW, Lieutenant-Colonel, T. H., C.M.G., F.R.C.S., principal surgeon of the Naval base hospital at Queensferry, Scotland. He served with the field hospital in South Africa, and was at one time a prisoner of war.

PAGET, Lieutenant-General Sir Arthur Henry, G.C.B., served in the Ashanti War of 1873, the Soudan of 1885, the Burmah Campaign of 1887, and throughout the S.A. War, in which campaign he was numbered amongst the few who greatly enhanced their reputations.

PAKENHAM, Rear-Admiral W. C., C.B., M.V.O. Born 1861. A Lord Commissioner of the Admiralty, now commanding the Third Cruiser Squadron in H.M.S. *Antrim*. He knows what a modern fleet in action is like from his experience in the Russo-Japanese War, when he was on board Togo's flagship. He is the oldest of the cruiser admirals of his fleet, but a man of exceptional experience and knowledge of modern naval fighting.

PARTINGTON, Sir Edward, J.P., a Lancashire banker, and a member of the Order of Francis-Joseph in the Austrian Empire. He gave £10,000 to the Prince of Wales' National War Relief Fund.

PAU, General, is a French veteran of the Franco-Prussian War (1870-71) who, though possessing only one arm, is now in command of one of the French Army Corps.

PETER I., King of Servia since 1903. Succeeded to the throne after the assassination of Alexander I. Born in 1844. Grandson of George Czerney, who was the first chief of the insurrection against the Turks in the beginning of the 19th century. Married in 1888 to Princess Zorka of Montenegro.

POINCARÉ, Raymond, French President since 1913. A member of the French Academy, and thus a distinguished writer, a famous barrister, a statesman and an artist, he is representative of French genius at its best. His firm handling of the critical situation at the outbreak of the war has endeared him to his countrymen in a way that has been equalled by no other French statesman since the days of Thiers.

PULTENEY, Major-General W. P., C.B., D.S.O., Commanding the 3rd Corps (5th and 6th Divisions) of the British Expeditionary Force in Belgium. Born 1861; joined Scots Guards, 1881. Served in Egypt and South Africa, being mentioned thrice in dispatches.

PUTNIK, General, is a distinguished Staff Officer of the United Servian and Montenegrin Armies.

REDMOND, John, M.P., Leader of the Nationalist Party in the House of Commons. On the outbreak of war his declaration that the Irish National Volunteers could be depended upon to defend the coasts of Ireland against England's enemies, and that his followers would heartily co-operate with their former political antagonists, the Ulster Volunteers, was regarded as a virtual settlement of the Home Rule controversy.

RICCI, Chevalier Luigi, is one of the few Garibaldians still living, and is now organizing a foreign legion in London to help the Imperial forces. He was educated at the Royal Military College in Italy, nearly half a century ago, when his admiration for Garibaldi induced him to raise a troop of volunteers at his own expense to help the patriot. He fought for France during the siege of Paris.

RIDSDALE, Edward A., F.G.S., Chairman of the Executive Committee of the British Red Cross Society, the Headquarters of which are now at Devonshire House, Piccadilly, W.

SALANDRA, Signor, Prime Minister of Italy, who has taken a firm stand for the neutrality of Italy, in spite of Italy being a member of the Triple Alliance.

SALISBURY, James, Marquess of, a Lieutenant-Colonel in the South African War, gave £5,000 to the Prince of Wales' National Relief Fund.

SAMUEL, Sir Marcus, Bart., J.P., was knighted for his services to H.M.S. *Victorious* in 1897. He also holds a Belgian honour and gave £5,000 to the Prince of Wales' National Relief Fund.

SCINDIA, Maharajah, an Indian Prince who has been to the fore in proffering help to the Empire for the war. He also gave £10,000 to the Prince of Wales' National Relief Fund.

SCLATER, Lieutenant-General Sir H. C., K.C.B., Adjutant-General to the Forces, and second military member of the Army Council. He was born in 1855 and has seen active service in nearly every "little war" since 1884.

SINGER, Captain Morgan, A.D.C., R.N., is Director of Naval Ordnance and Torpedoes, an important and responsible post calling for marked organizing ability.

SMITH, Rt. Hon. F. E., one of the best-known and most able barristers of the day. He is an officer of the Oxfordshire Hussars. On the outbreak of war he was appointed as Chief of the Government News Bureau, which furnishes official war news to the Press.

SMITH-DORRIEN, General Sir Horace Lockwood, D.S.O., was born in 1858. During the forty years of his active career he has been decorated for distinguished services in the field on many occasions. During the Zulu War of 1879 he was first mentioned in dispatches, and every succeeding campaign which has since been fought in Egypt and South Africa has found his name among those who have distinguished themselves. He has been chief of the Southern Command since 1912, and is now in command of the 2nd Army Corps.

STAMFORDHAM, Baron, Private Secretary to King George V. He was in the Royal Artillery and was mentioned in dispatches in the Zulu War (1878-79).

SUTHERLAND, Duke of, born 1888, has been in the Life Guards and owns 1,350,000 acres. His Grace is the organizer of the registration and equipment of country houses as hospitals and convalescent homes for wounded soldiers and sailors, which has been amalgamated with the Incorporated Soldiers and Sailors' Help Society in order to avoid overlapping. He has given the use of Dunrobin Castle as a central surgical base for the North Sea Fleet. The Duchess of Sutherland has organized an Anglo-French Ambulance Service for the War.

SUTTON, Sir Richard, Bart., has been in the 1st Life Guards, and gave £10,000 to the Prince of Wales' National Relief Fund.

SYKES, Lieutenant-Colonel F. H., of the 15th Hussars, commanding headquarters of the military wing of the Royal Flying Corps at South Farnborough.

TENNANT, Rt. Hon. H. J., M.P., Parliamentary Under-Secretary of State for War, and Civil Member of the Army Council.

THURSBY, Rear-Admiral Cecil F., C.M.G. Flagship: *H.M.S. Queen*, Born 1861; entered Navy 1874. He served at Suakin (1884-5) and holds the Royal Humane Society's certificate for saving life.

THYSSEN, Herr August, is a German ironmaster who bought a port in Holland, near Rotterdam. He is known as Germany's most famous self-made man. He controls the destinies of 50,000 workpeople in Westphalia. By his efforts the cost of production of steel armour plate for the German navy has been considerably reduced.

TOTTENHAM, Rear-Admiral H. L., C.B. Flagship: *H.M.S. Albion*, He was born in 1860, was educated at the Royal Naval Academy, and entered the Royal Navy in 1873. He saw service with the naval brigade at the Battle of Tel-el-Kebir and served as naval A.D.C. to King Edward VII.

TOVEY, Lieutenant J. C., R.N., Gunnery Lieutenant of *H.M.S. Amphion*, whose shots sunk a German mine-layer on the opening of hostilities in the North Sea.

TUDOR, Rear-Admiral F. C. T., C.B., a Sea Lord of the Admiralty, was formerly Director of Naval Ordnance and Torpedoes.

TULLIBARDINE, John, Marquess of, is Unionist M.P. for West Perthshire. As captain in the Royal Horse Guards, he was staff officer in the Nile Expedition of 1898. He is now raising a new regiment of Scottish Horse.

VENDÔME, Duc de (Prince Emmanuel of Orleans), a representative of the Bourbon Royal Family, is helping his country, in spite of the fact that French law does not allow him to serve in her army. His wife, a sister of the King of the Belgians, is organizing aid for wounded Belgian soldiers.

VICTOR-EMMANUEL III., third constitutional King of Italy. Born 1869. Married 1896 to Princess Hélène of Montenegro. Became King in 1900.

VIVIAN, Captain G. W., commands H.M.S. *Hermes*, the parentship of the naval wing of the Royal Flying Corps.

VIVIANI, Mons., is the Prime Minister of France, under whom all political parties in France have become united.

VON DONOP, Colonel Sir S. B., K.C.B., Master-General of the Ordnance and Fourth Military Member of the Army Council, is a Royal Engineer and a great authority on railways and the transport of troops.

VON MOLTKE, Count, Chief of the German Staff. Nephew of the famous Von Moltke who was the associate of Bismark and head of the Prussian and German Armies in the Danish, Austrian and Franco-Prussian Wars.

VON TIRPITZ, Grand Admiral, is the Commander-in-Chief of the High Sea Fleet of the German Empire. Little is known of his personality, except that he is a most resolute man whose life-work has been to build up a powerful and efficient navy and naval organization for his country.

WALES, Edward, Prince of, who was with difficulty dissuaded from going into active service with the Navy, has found consolation in joining the 1st Grenadier Guards. In addition to his military duties, he is occupying himself with administration work at home. His national appeal for funds for the relief of future distress is known to all. He is also actively interesting himself in the Committee that has been constituted by the Government to advise on measures necessary to deal with any distress that may arise. He was born on June 23, 1894.

WALKER, Lieutenant-Colonel Herbert A. (born 1869), is Acting-Chairman of the Executive Committee which took over the railways of the United Kingdom on the declaration of war. He has been General Manager of the L. & S.W.R. since 1912. His military rank is that of the Railway and Engineer Staff Corps.

WARRENDER, Vice-Admiral Sir George, K.C.B., Commander of the Second Battle Squadron in the North Sea, has seen service in the Zulu War of 1879 and was present at the battle of Ginghilovo, where he won distinction. He became a rear-admiral in 1908, commanded the Second Cruiser Squadron from 1910 to 1912, and in 1913 was promoted to his present rank. A keen cricketer and a fine golfer, he is one of the most popular officers in the Navy, and is equally popular in the social world. During the recent visit of the British Fleet to Kiel both he and his men were warmly welcomed by the German Fleet.

WEBBER, Captain, Organizer of the Foreign Legion, composed of friendly aliens in London and district, for the defence of the United Kingdom. Headquarters: Soho Square, W.

WEMYSS, Rear-Admiral Roslyn E., C.M.G., M.V.O. Flagship: H.M.S. *Charybdis*. Born 1864; entered Navy 1879. Admiral of the Second Battle Squadron since 1912.

WESTMINSTER, Duke of (born 1879), has been in the Royal Horse Guards and was A.D.C. to Lord Roberts in South Africa. He has given £15,000 to the Prince of Wales's National Relief Fund.

WHITNEY, Sir James Pliny (born 1843), Premier of Ontario and President of the Council (1905), has been one of the leaders in the movement to dispatch volunteers from Canada to the seat of war. He is a lieutenant-colonel in the Canadian Reserve Forces.

WILKINSON, H. S., Professor of Military History at the University of Oxford, is on the staff of the *Morning Post*, and was a member of the Commission on Militia and Volunteers (1903-4). Author of many popular books on the art of warfare, including "The Order of Field Service in the German Army."

WILLIAM II., German Emperor and King of Prussia. Third German Emperor, grandson of William I., son of Frederick III. and Victoria, Princess Royal of England. Born 1859. Became Emperor June 15, 1888. Educated at University of Bonn. Married in 1881. Has 6 sons and 1 daughter.

WINGATE, Lieutenant-General Sir Francis Reginald, first came prominently into public notice as successor to Lord Kitchener and Sirdar of the Egyptian Army. Born in 1861, he served in India and Aden from 1881 to 1883. During the Nile Expedition of 1884 he acted as Military Secretary to Sir Evelyn Wood. He has been decorated for distinguished services on more than a dozen occasions.

CHAPTER III

Modern Military and Naval Strategy

STRATEGY is the art of planning out a war campaign in advance and adjusting these plans to cope with the disposition of the opposing forces, the object at all times being to place the enemy at a disadvantage whether in point of numbers or in the superiority of the defending or attacking position. Successful strategy in warfare may be brought about in many ways. An army may be forced to give battle in a position unfavourable to the full use of its forces, or it may be caused to divide these forces, or to unite them at a great disadvantage; or, again, it may be compelled to take action when ill-prepared, or to submit to great delay when every hour is valuable.

In drawing up any plan of campaign a commander must first consider the whole matter from his opponent's point of view, and the subsequent operations, modified to suit the circumstances of the campaign, constitute the strategy.

The first object of every commander when ready to fight is to seek to bring his adversary to battle. His aim will be to place his army in such a position that the chances of victory owing to superiority of numbers, position or morale will be greatly in his favour. Successful strategy therefore depends upon a correct opinion as to the enemy's plan of campaign while masking as far as possible the probable nature of one's own attack or defence. For such a purpose a thorough knowledge of the topography of the scene of war is of first importance. The possession of such knowledge is vital to any scheme of campaign.

In addition to the strategical use of the area of combat, strategy also includes all plans aimed at crippling the resources of the enemy, particularly as regards its trade and commerce.

In arranging the mode of invasion, the starting points, the lines of attack and the objective, strategy in its more complete and military sense is paramount. The main attack may be masked and the enemy misled, or by special combinations strategical points may be actually created. In offensive strategy, when the enemy has taken up a position which in all probability he has ample time to strengthen, it is essential to prolong his uncertainty as to whence will spring the chief brunt of the attack. In defensive strategy the object, when the real plan has been divined, consists in allowing the attack either to waste its energy fruitlessly or to give battle under conditions which nullify any disparity between the forces of attack and defence. The Fabian policy against Hannibal is a classic example of defensive strategy, in which the plans of the attack were allowed to be carried out only to lead to disaster.

Modern strategy may be said to date from the 17th century wars in the Netherlands, where for the first time gunpowder and siege artillery were used on a large scale. The strategy employed under these new conditions developed in accordance with improvements in weapons and fortifications. Like a growing organism armies became more complex, and with greater complexity came the necessity for better co-ordination. The age-long duel between siege and fortification continued with varying fortune, while the increase in the size of armies and the resulting problems of supply and communications made military operations more dependent on roads. Mobility, combined with a highly developed intelligence department, became the first essential for a commander employing modern implements of war and engaging an enemy similarly equipped. The old custom of marching *en masse* to a frontal attack no longer sufficed. Armies separated into divisions, divisions sub-divided into

corps. The value of flanking and turning movements were discovered by the more astute leaders. The science of war thus slowly evolved, a science to the study of which some of the best intellects in Europe were applied. And suddenly all that had been learned and tested in operations on the field was thrown into the melting pot of the French Revolution.

The revolutionary armies of France brought new problems which required new solutions. Unlike the mercenary armies of the past they had neither fixed formation nor commissariat; they were led against no known foe according to any pre-conceived plan; on the contrary, they were called upon to face a world in arms under circumstances which forced them to invent a new strategy to meet new conditions. Out of the necessity for guarding many avenues of approach the idea of the "division," a mobile force of all arms, was carried to a higher point of development. Lack of *material* and supply made "living on the country" a prime condition of remaining in the field. The wide dispersion of their forces rendered necessary a brain and nervous system—the general staff. And, most important of all, the exigencies of the revolutionary wars forged the greatest weapon which Napoleon inherited—the converging movement.

The genius of the greatest commander the world has known perfected and carried to its highest point the art of strategy. With Napoleon strategy became more complex and at the same time more exact. His training as an artillery officer naturally led him to apply his first efforts to that arm. Here he bettered the instruction of his teachers, who had implanted in his mind the great principle of *concentration of the destructive elements on the decisive point*. The increased mobility of artillery made it possible for Napoleon to bring up masses of guns and to use them with decisive effect at the right moment. All his great campaigns were won in this way. His downfall at Waterloo was in part due to atmospheric conditions beyond his control, and also because of the introduction by the British of a new form of strategy of

which he had had no experience. One of Napoleon's great points of strategy was to lead his opponents to attempt combination of forces and to anticipate them in time, defeating each in succession. The timely arrival of Blücher on the field of Waterloo disorganized his calculations, and was the primary cause of his final downfall.

For actual fighting purposes, and during war, the necessities of the individual soldier must be provided for in such a way as not to hamper its main objective. This objective is to oppose as wide and strong a front as possible to the enemy when the striking moment arrives. A body of even twenty-five thousand men occupies a considerable space and needs such quantities of supplies and food that few places are capable of affording these in the course of its movements. Hence in addition to the usual means of transport, such as railway lines, or a mercantile fleet, which are ordinarily used to carry rapidly a whole army to any fixed destination, every mobile force requires what is known as "transport" for a wholly different purpose. The food and ammunition must first be stored in central depots, but it can only be distributed to the battalions in the field by means of their transport equipment.

In former days, when war often waged continuously for many years, the size of the forces engaged was largely limited to the capacity of the surrounding country to feed them, and transport was chiefly needed to bring up ammunition and warlike supplies. But since the introduction of conscription by the great nations of Europe, owing to the numbers engaged, it is no longer possible for any modern force to rely upon local supplies. From the moment of the declaration of war a modern army enters upon a campaign with the whole of its transport as definite a part of its equipment as its infantry, its cavalry or its artillery.

Thus this problem of transport must enormously affect modern strategy. The source from which an army is supplied is usually spoken of as its "base." The direction along which these supplies travel is its

“lines of communication.” Obviously, the farther an army advances from its base the longer becomes its lines of communication. As the army needs to have its maximum fighting strength at the front when the time comes to engage an enemy it is clear that the long lines of communication along which food and ammunition are moving forward, and the sick and wounded are being carried to the rear, become weaker and weaker prospective points of attack the farther it advances from its base.

If, then, by utilizing a large portion, or the whole of its own force, against a smaller opposing force a general can break up and interfere with its lines of communication, the advantage gained depends upon the fact that he has broken up its organic unity as an effective fighting force. Even if, as may easily happen, he has lost more men than the enemy during the effort, this may have little bearing on the final result. The strength of armies cannot be measured by counting the number of combatants on either side. It depends upon the organized force that a general is able to launch at the proper moment against the enemy.

During the earlier battles of the Franco-Prussian war, for instance, the Germans lost many more men than the French, but in every instance they were able to break up the organic efficiency of the enemy by throwing its transport into confusion and threatening its lines of communication. At Worth, the second important engagement of the campaign, the Germans destroyed the organic efficiency of at least 40,000 men, and these men never regained their effectiveness as a complete fighting unit throughout the campaign. The German forces, on the other hand, though they lost many more men than the French, actually increased their efficiency through the increased morale of the troops owing to the victories won. In short, if a commander can in any way interfere with the source from which an enemy is obtaining its supplies, he can diminish its fighting powers as effectually as if it were broken up in the shock of battle. A body of

men who are starving are as little amenable to discipline as a body of men who are routed and dispersed.

In whatever way strategy is employed, surprise and concealment are essential to its success. For this reason, in the planning of any campaign, the most important point of all is to carry out what an enemy is least expecting. A means of accomplishing this is to select a point of concentration before the opening of the campaign and work to the end of uniting an overwhelming force at this point on or near any given date. The motive for this "concentration" requires some explanation. It is much easier to feed and supply an army which is distributed over a wide area and which can consequently draw its supplies from many roads, than it is to equip one which is closely concentrated for action, and which must necessarily draw its supplies only from a limited number of arteries. A force of thirty or forty thousand men when moving along a single road occupies an enormous length. The head of the column may be several miles ahead of the rear-guard. Hence it follows that the more roads an army can employ in its march, the more easy will it be for its several parts to reach a given point of concentration at the same moment.

Therefore, for facility of supply and facility of movement, so long as an army is out of reach of an enemy, a considerable dispersion is advisable. But it is vitally necessary for effective strategy that an army should be able to collect all its parts before there is any possibility of an enemy attacking it. Otherwise it would be in a position of exposing some of its fragments to the danger of being separately attacked by superior forces and destroyed before they could be supported. Hence, to concentrate a striking force before it can be attacked by the enemy's concentrated strength is the primary object of strategy.

Modern inventions, many of which are now being employed for the first time, the perfection of railways, the use of motor vehicles, aeroplanes, and new weapons of precision possessing greater range and power, must profoundly affect the strategy of the present war.

Military Training and Discipline

Discipline is the very life-blood of an army, and it is on the field of battle that it shows its potency. To interfere with this spirit, or to introduce the least malignant influence into it, is to blood-poison the army, for discipline determines the power and influence of a commander over his men in the presence of the enemy and under the stress of battle. But no army can hope, in modern warfare, when in the presence of an enemy armed with the weapons of to-day, to carry out any system of manœuvres with the discipline inculcated on the drill ground. Therefore the subject must be discussed with caution proportioned to its vital importance.

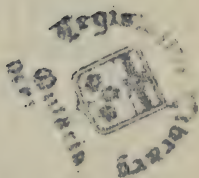
The capacity to act together under the orders of one man is the primary object of all drill and discipline and can never be dispensed with in warfare. The instinctive obedience of a rank of soldiers to turn "Right about," when that order sends them back to the ground where shells are bursting and bullets are raining, has been proved a power in fighting too great ever to be dispensed with. In proportion as men understand war and how victories are won so do they value the effect of discipline, and no officer would be willing at a given moment to diminish even actual loss of life if that diminution were secured by any sacrifice of the discipline and its attendant fighting power.

An old English battalion, trained to the perfection of mechanical obedience, was a splendid fighting machine. No training, however perfect, to take advantage of ground, to seek cover, to advance upon the weak points of an enemy, will compensate, even in these days, a lack of self-abnegation, of entire subordination to the one purpose of united action under the word of command.

History conclusively proves that more soldiers die from disease and the effect of exposure than from wounds received in battle. Therefore the health of an army, as a factor in its fighting efficiency,

is no less an important matter for consideration than the strategic plan of campaign or the tactics in the field.

The sanitary organization of an army is based on the principle that the commander of every unit and formation is responsible for the sanitary condition of the quarters or localities occupied by his command, and for taking all measures necessary for the preservation of the health of those under him. He is also responsible for seeing that every officer and soldier observes all sanitary orders, and for the good order and cleanliness of that portion of a quarter or locality under his charge, irrespective of the period for which the latter may be occupied. The present scheme of sanitary organization is designed to provide every unit a personnel trained in the principles of sanitation whose duties are to attend to everything affecting the health of the corps to which they are attached, not for the purpose of relieving men of their responsibilities but with a view to directing their efforts towards the preservation of efficient sanitation.



CHAPTER IV

Military and Civil Organization

A NATION in a state of war is entitled to proclaim itself under a state of martial law. The necessary steps to this end were taken in the Empire of Germany some days before the actual outbreak of hostilities, but in Great Britain it has not been considered necessary to proclaim martial law except in a few isolated cases.

These isolated cases have been chiefly in the great seaports, such as Portsmouth and Hull. A modified form of martial law is at work in all parts of the United Kingdom under the Defence of the Realm Act, 1914, an Act of Parliament which was rapidly put through with the consent of all parties and which provides that all necessary military precautions for the safety of the realm, which might otherwise have had to be taken under the operation of martial law, can be made by administrative acts of the military authorities without supplanting the functions of the magistrates. Moreover, the penalty for disobeying any order made under the Defence of the Realm Act is merely penal servitude, whereas if such orders were carried out under conditions of martial law, the penalty of disobedience would be instant execution after trial by court-martial.

Apart from the military and naval mobilization, the preparations for which were well advanced before war commenced, the first active step for national organization undertaken by the British Government on the outbreak of war was to acquire a strong grip on the financial situation. By an arrangement between various interested parties, one of the first steps was the closing of the London Stock Exchange, an event

which was necessitated by the closing of the stock exchanges of other nations affected by the conflict. Consequent upon closing the Stock Exchange, was the declaration of a moratorium, an event almost without parallel in the history of English finance. Under the terms of the moratorium, the holders of bills of exchange and other negotiable documents calling for the payment of cash in a definite way at a definite time were compelled to forego their privileges, and creditors were thus relieved for the time being of finding gold to meet their obligations in a time of extreme financial stringency.

Another important step taken was the suspension of the Bank Act, which meant that the restriction of the Bank of England in the matter of issuing bank notes only against its reserve of gold was suspended, and the Bank could issue notes on its own authority, and thus draw into its vaults all available stock of gold in the country. To facilitate this operation the Bank of England official rate of discount, which in all ordinary times is an indication of the actual state of gold reserve and credit, was arbitrarily raised to 10 per cent. The effect of this was to stop all speculation. At the same time the Government declared by Royal Proclamation a three days' bank holiday immediately following the August bank holiday, so that by this means the banking community of London had a clear four days to consider ways and means of meeting the emergency.

Most of these necessary acts of national organization were accomplished by means of hurried Acts of Parliament, a process which was facilitated by the unanimity of all political parties. Other things were accomplished by the authority of the Cabinet by means of proclamations or Orders of the Council made in the name of the King. In a short space of time no less than 17 Royal Proclamations were issued, covering a great variety of subjects. Among other things it was declared that postal orders were to be made legal tender and must be accepted in payment of

any debt. At the same time arrangements were made for the issue by the Lords of the Treasury of a large amount of paper money in the form of £1 and 10s. notes which were ready for issue when the three days' bank holiday had expired.

Amongst some of the more important Orders of Council were those relating to aliens, or subjects of foreign nations, residing in our midst. A vigorous search all over the United Kingdom was made for foreign spies, and many hundreds of Germans were arrested and detained as prisoners of war, more especially if they were German reservists attempting to return to their own country. The police also took active steps to secure the registration of the names and addresses and other personal particulars of German and Austrian aliens, who it was reasonably suspected might be disposed to engage in open or concealed acts detrimental to the work and the business of the nation. Accordingly, all railway tunnels, bridges, telegraph lines, post offices, waterworks, electrical power stations, etc., were placed under sufficient observation and guarded, and in not a few cases Germans were discovered engaged in acts which placed them under the suspicion that they harboured evil designs upon such public services.

Possibly one of the most important acts which has ever happened in the history of English commerce was the taking over by the Government authorities of the whole of the railways of the United Kingdom. This was done not only to facilitate the movements of the troops and of military and naval supplies, but also because in the possible event of hostile forces landing upon our shores, it would be necessary for the Government to have absolute control of means of transport and communication. Railways were therefore placed under the command of an Executive Committee, the headquarters of which are at the Railway Clearing House, the members of the Committee being managers and other officials of the railways. This taking over of the railways was made easy by a previous organization of the Railway Staff Corps in which,

in times of peace, the managers of the railways held rank as Army colonels.

In other directions, also, there was great activity for some days before the outbreak of war. The Post Offices in the United Kingdom were ordered to be kept open day and night, the Government using the Post Office and telegraph service for the purpose of mobilization. All wireless telegraphic installations, to the number of 2,000, whether for receiving or transmitting messages, were also brought under control of the authorities, and in the majority of cases were ordered to be dismantled.

Steps were also taken to organize a military postal service. This was all the more necessary because of the fact that the movement of the British military and naval forces was kept absolutely secret and no communications from the officers or men of the Force were allowed if they revealed the places where such Forces were stationed. At the same time arrangements were made for forwarding letters addressed to the officers and men, which were distributed from a special department in the General Post Office. All these letters are subject to a stringent censorship. Even telephone messages have been subjected to censorship, a regulation being made that all verbal communications were to be made in the English language.

A censorship of news was also established. This was largely carried through by the co-operation of a committee of newspaper editors, who previously agreed in the event of necessity that any war news likely to be of service to the enemy would not appear in print. Later on an official News Bureau was established in the charge of the Right Hon. F. E. Smith, which gives out to the Press at frequent intervals the latest available news of the work of the Forces and the progress of the war, when such information can be safely published. All these activities have been largely assisted by the wholesale taking over by the Government of public vehicles, and employment of boy scouts, whose organization was officially recognized as a civic force in the early days of the war. In fact, every

reasonable step to secure the smooth working of the national business was taken.

An enormous amount of activity is being pursued in organizing proper methods for the care of wounded soldiers and sailors. All over the country come offers of help from rich and poor, duke and dustman, vieing with each other in offering services. The organization is in the hands of the British Red Cross Society, which finds at its command a body of 60,000 helpers. The use of no less than 650,000 beds in public and private hospitals has been offered.

In regard to the relief of those in any distress rendered inevitable by the war, the Prince of Wales started a National War Relief Fund which in a few days reached a total of £1,200,000.

Details of many of the organized activities glanced at in this chapter will be found under their proper alphabetical headings in Chapter XVI.

CHAPTER V

Modern Military Equipment

A GOOD deal of misapprehension exists as to the position of Great Britain in regard to air-craft, and this is due to two causes. The first is that the officers engaged in the dangerous business of flying have made it a point of honour to keep their performances secret. Consequently their most remarkable achievements have passed unnoticed, and the public may have assumed that, compared with other nations, Great Britain was backward in her equipment. The second reason is that everything appertaining to air-craft is highly confidential. If anybody tries to discover what foreign nations are doing he finds himself confronted with a blank wall. Our Army and Navy officials have tried to prevent other nations finding out what Great Britain is doing, and to this object they have had the patriotic support of the Press.

Our Army is an Expeditionary Army. To use a Zeppelin for any purpose far from its base is impossible. The gigantic engine could not readily be transported, and the provision of hydrogen for it would be an almost insoluble problem. For this reason no attempt has been made to follow Germany's example in constructing a large number of monster airships, but, instead, a number of small dirigibles have been constructed which can be packed in boxes, transported any distance, and readily inflated for operation in the air. These dirigibles are superior to any other kind of portable airship. They possess various mechanical advantages enabling them to rise more rapidly in the air and, above all, to avoid having to part with hydrogen when they rise, and therefore

avoiding the necessity of reinforcing that hydrogen when they fall.

The main division between the Army and Navy in this matter of aerial warfare is that the Navy has charge of all equipment that is lighter than air and the Army all that is heavier than air, the equipment of the Navy being supplemented by a number of sea-planes.

So far as the army is concerned there are seven aeroplanes squadrons in all, a squadron consisting of four craft with another two held in reserve. A description of the type of craft favoured by the authorities is impossible, because all experiments have been conducted with the utmost secrecy. It is an extraordinarily difficult subject. The great problem of the aeroplane for the purpose of war, and especially for this country is to have a craft that will fly at a great speed, but which will also remain in the air at a slow speed. The second, indeed, is more important than the first. Though facts and figures are not available, it is a problem which has been more effectively solved by British constructors than those of any other nation.

Explosive Bombs

But little data has been accumulated concerning the effect of dropping explosive bombs from aircraft. The fact is known, however, that the destructive power of such a bomb is limited by the fact that the impact of the bomb forms a crater, causing the fragments to be deflected upwards at an angle of about 45 degrees. Still there are occasions when a bomb dropped among a general's staff, or among mounted troops in massed formation, might do considerable mischief. In foreign armies the science of shell dropping is therefore held to be worth cultivating. The Aero Club of France offers annual prizes for a shell dropping competition. In such a competition the airman has to take up five bombs of 50 lbs. each and to drop them, in the course of one flight, into a circle 50 feet in diameter, from a height of not less than

750 feet. In the second competition the bombs are to be dropped into a rectangle, 50 feet by 500 feet from a height of not less than 3,000 feet.

The British Rifle

The Lee-Enfield, the rifle with which the British troops are armed used to have a calibre of .303. But within the last few years the design has been changed with the object of adopting a bullet of a slightly smaller calibre. In the new rifle this will be .276. An advantage in velocity is expected from this change as the bullet is a lighter one. The chamber of the new rifle being larger and the breech mechanism stronger, the explosive to be used possesses very high power, and the velocity is 3,000 feet per second, as against 2,450 of the rifle and ammunition hitherto employed. This gives Great Britain an advantage of 100 feet per second over the nearest rival, and with these alterations the bullet never travels higher than the height of a man.

British Artillery

A battery of field artillery comprises three constituents, namely: (1) Material—guns, carriages, ammunition, and stores. (2) Personnel—officers, non-commissioned officers, gunners, drivers and artificers. (3) Transport—horses and other animals, motor and other means of transport.

The usual number of guns in a battery is six. Formerly "mixed" batteries of guns and howitzers were in use. The vehicles of a battery include ammunition wagons, stores and provision wagons and forage wagons. Various opinions have been expressed on the amount of ammunition required with a field battery. The larger the amount carried the more independent will be the battery, although it encumbers the battery with more vehicles. Some guns have three or four wagons of ammunition attached.

The battery is generally commanded by a major, with a captain as second in command. The battery is divided into sections of two guns each, each under a subaltern officer who is entirely responsible for everything in his section. These sections are again sub-divided into sub-sections, each consisting of one gun, one wagon, men and stores. These sub-sections are each under the command of No. 1, a sergeant who is responsible for his sub-section to the section commander. No. 1 rides with the gun. Another non-commissioned officer rides with the first wagon, and gunners sit on the gun carriage, wagon and limbers. In consequence of the new increase of wagons to a gun there is an increase of seating accommodation for the men. A battery also includes forge and baggage wagons, trained signallers, and range finders.

Horse artillery differs from field artillery in that the whole detachment is mounted, leaving guns and wagon freed from the load of men. With mountain artillery the whole of the equipment is carried on the back of mules. A horse-battery throws a 14½-lb. shell and a field battery an 18-lb. shell. As a consequence of the greater effectiveness of the latter in the South African War the number of field artillery batteries has been increased with a corresponding diminution in the horse artillery.

The main lines which modern fortifications follow are: That in the first place the girdle of a fortress shall be thrown out to such a distance that direct bombardment of the place cannot take place. Secondly, that the guns in the fortress shall be protected by armour, but that the bulk of the defending artillery must be outside the defended fortress. Thirdly, that the defence must depend to a very large extent upon the infantry, and that for this purpose the forts should be connected one to another by means of infantry entrenchments. Fourthly, that the lines of communications should be kept open and well guarded between the main fortress and the girdle of defensive fortresses. The guns outside the fortresses are either

to be concealed or protected by means of cupolas, and the entrenchments of the infantry should be made bomb-proof. The strength of a fortified position depends upon its communications, the rapidity with which the defending infantry can co-operate and the concealment of its guns.

The difference between permanent, semi-permanent and field fortifications were a century ago very much more strongly marked than they are at the present time. In modern warfare no masonry defences are necessary to make a place defensible, and in a short time, with surprisingly little material, very strong fortifications can be made. The elementary field fortifications, such as the use of obstacles for defence, have been utilized since warfare first began. Trenches, abatis, and stakes have always formed a part of the protective measures of even savage tribes. But the art of field fortifications has undergone tremendous changes during the last century. Practically up to the present time the great object aimed at by field engineers was to obtain command and to defend by obstacle, but nowadays military engineers aim to obtain concealment and protection.

The main points to be noticed in modern field fortifications are : That the works erected are adapted to the ground which is being defended. The line of the trenches usually follows the natural line of the hill and valley on which they are erected. Secondly, the erection of elaborate bomb-proof shelters and parapets has been made practically unnecessary, since no military work can be thrown up in a short time which is able to resist the highly explosive shell fired to-day. Thirdly, the most important point of all is to obtain a concealed position. Fourthly, although obstacles are still used and erected, such as barbed wire entanglements and pits, these are gradually falling out of use, though they are still of considerable value to check the onrush of the enemy and force him to advance only under difficulties. The final object of field fortifications is to give the enemy as little shelter as possible.

CHAPTER VI

What It Costs To Go To War

NO war chronicled by history will devour such gigantic sums of money or prove such an enormous financial strain as the present battle of the nations. The total final cost will, of course, depend upon the duration of hostilities. Should the struggle prove short-lived and, like the Franco-Prussian War, be over in a few months, it must cost according to the estimates of economists, no less than £500,000,000 before the end of the year. But should the struggle be prolonged into the year 1915, the lowest estimate is that for every day of active fighting at least £4,500,000 will be expended.

The figures are based on the number of combatants engaged. The estimates given by military writers coincide and agree that at least 8,500,000 are under arms for land warfare. To these must be added 340,000 seaman. If the Balkan War can be taken as an example, the cost of each man mobilized amounts to 10s. a day, without counting the cost of the ammunition. This gives about £4,400,000 daily, or £132,000,000 monthly. These figures, be it noted, do not take into account the maintenance of the armies and fleets so far as equipment and munitions of war are concerned. And how much these will cost it is impossible to say until the probable duration and intensity of the struggle can be more accurately forecasted.

In order to estimate the probable cost of the ammunition expended in the field a few rough and ready estimates should enable us to arrive at an approximate calculation. The cartridge of the ordinary service rifle costs rather more than a half-penny. Estimating that on the average there are two million

men in the firing line daily, and these men come into actual conflict with the enemy twice weekly, each man firing one hundred rounds, the cost per week for small arm ammunition would be about one million pounds a week. The cost of the artillery fire is more difficult to estimate. Germany has, all told, on both frontiers about 2,000 field artillery and probably the same number of guns mounted in her fortresses on her two frontiers. Presuming that the allied fortresses have the same number of guns and that half these guns are brought into operation once a week, each firing about fifty rounds at an average cost of £10 a charge, we arrive at a further expenditure of about £2,000,000 a week. If to these £3,000,000 we add an equal sum for the wastage of horse flesh, supplies and equipment, it will be seen that the actual cost of warlike supplies, apart from the feeding and maintaining the men in the field, cannot be far short of £1,000,000 a day.

These approximate figures may be taken to represent the minimum cost of the land campaign. We must add to them the cost of naval warfare. Here we are confronted with still more problematical data. The cost of gun fire in the Royal Navy is veiled in secrecy, but the fact is known that a single discharge from one of our guns of the heaviest calibre costs at least £800, and one of lighter calibre, such as a 6-inch gun, costs £200. Taking the average number of big guns on each battleship to be ten and the average of smaller calibre to be sixteen, and that the number of shots in an engagement from the larger guns would be ten each and from the smaller guns twenty-five, we arrive at a total of £160,000, the cost of the ammunition of one battleship in a heavy engagement. Presuming that before the war comes to a close our naval forces will be engaged in force on at least one occasion, and that the total number of battleships which will take part in this engagement on both sides will be at least forty, the cost of such an engagement, without counting the participation of smaller craft, must in ammunition alone total £6,400,000.

CHAPTER VII

The World's Food Supply and Natural Products of the World

THE whole commerce of the world, and especially the cultivation and distribution of natural products, vegetable, animal and mineral, is disturbed by the war. The figures given in the following tables are the latest available concerning the chief staple products of the world, most of which are carried from country to country in British or German ships. Much of this trade has hitherto depended upon the assured safety of the seas for the merchant ships of all nations, and upon the freedom of financial exchange made possible by the intricate organization of the world's chief markets—an organization absolutely dependent upon speedy communication by cable and postal messages. All these factors of civilization are affected more or less adversely by the war, and readers interested in the various branches of commerce can see in these tables to what extent the hostilities will affect their individual business :

AFRICA.

GOLD COAST—

COCOA	35,000 tons.
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SOUTH AFRICA—

WOOL.. .. .	112,000,000 lb.
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WEST AFRICA—

RUBBER	15,000 tons.
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TRANSVAAL—

GOLD	8,250,000 oz.
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So far traffic with Africa has not been directly interfered with by the war, naval operations having been confined to the North Sea, the Baltic, and the Mediterranean.

ALGERIA.

WINE 200,000,000 gal.

This trade has been largely interrupted by the war, but once the Mediterranean is free for merchantmen, the export of Algerian wine should proceed normally. The bombardment of the Algerian port of Boua did not materially affect the situation.

ARGENTINA.

WHEAT	..	..	..	..	..	21 million qrs.
MAIZE	..	..	..	..	..	32 " "
WOOL	..	..	..	..	..	415,000,000 lb.

The transportation of these crops to Europe is of vital importance to the food supply of ourselves and our allies. It has been largely curtailed by the suspected presence of five or more German cruisers on the Atlantic, which were, however, being watched by twenty-four British men-of-war. The British Government's freight insurance scheme is a most steadying element in the situation.

AUSTRALASIA.

WOOL..	..	..	..	..	..	840,000,000 lb.
GOLD	..	..	..	..	..	2,900,000 oz.
COPPER	..	..	..	..	..	42,000 tons.
SILVER	..	..	..	..	..	17,000,000 ozs.

The imports of Australian produce are not, under all the circumstances, so vital to us as are supplies of British manufactured goods to Australia in exchange. The usual route via the Suez Canal was for a time practically closed for this trade by the war, but the Cape Route has not been affected. Here there should only be delay, but not suspension.

AUSTRIA-HUNGARY.

WHEAT	..	..	..	..	..	23 million qrs.
BARLEY	..	..	..	..	..	9 " "
MAIZE	..	..	..	..	..	21·5 " "
RYE	..	..	..	..	..	20·5 " "
OATS	..	..	..	..	..	15 " "
HOPS	..	..	..	..	..	23·2 " "
BEET SUGAR	..	..	..	..	..	1,154,000 tons.
BEER	..	..	..	..	..	565,000,000 gal.
TOBACCO	..	..	..	..	..	184,000,000 lb.

The war will entirely suspend any export of these and other products from Austria to any other country but Germany.

BELGIUM.

BEET SUGAR	..	..	..	..	240,000 tons.
ZINC	..	..	..	..	181,880 „

Hostilities have very seriously interfered with the harvesting of this season's beet crop and its conversion into sugar. This is one of the many factors which has sent up the price of sugar.

BRAZIL—

BEET SUGAR	..	..	..	..	235,000 tons.
COFFEE	..	..	..	..	1,500,000,000 lb.
COCOA	..	..	..	..	39,000 tons.
RUBBER	..	..	..	..	40,000 tons.

Our remarks under the head of the Argentine apply also to the products of Brazil, but Great Britain is not a large buyer of Brazilian coffee, the bulk going to the United States. Normal trade with Brazil is not likely to be seriously handicapped by the war, but her merchants will be affected by the money stringency. In normal times the United States pays Brazil for coffee by bills drawn on Great Britain.

CANADA—

WHEAT	..	..	..	..	27 million qrs.
OATS	..	..	..	..	38 „ „
SILVER	..	..	..	..	33,500,000 oz.

The bringing to England of Canada's cereal harvests is practically assured by the prompt measures taken by the British and Canadian authorities. The Canadian wheat crop is six million quarters larger than that of the Argentine.

CEYLON—

TEA	190,000,000 lb.
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This crop is very unlikely to be affected by the war, and its distribution to all parts of the world where Ceylon tea is used is fairly well assured. Our enemies are not large consumers of tea. The price should remain steady, unless the British Government finds itself forced to impose an additional duty.

CHINA—

RICE	..	..	..	..	..	..	55,000,000 lb.
TEA	..	..	..	..	..	..	210,000,000 lb.
SILK	..	..	..	..	..	..	14,500,000 lb.

Conditions associated with China are a little uncertain, and no one can tell to what extent the war will affect Chinese affairs. But our ally, Japan, is in fair control of the situation in the Western Pacific, and no real damage from German Navy raids can be reasonably anticipated.

CUBA—

CANE SUGAR	1,850,000 tons.
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This import trade is largely controlled by the United States, which may be trusted to see that it is not seriously handicapped by the war.

ECUADOR—

COCOA	40,000 tons.
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EGYPT—

COTTON	1,500,000 lb.
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Egypt's cotton crop, which is noted for its quality, is likely to be delayed in reaching our mills, but against this the price of the raw material is likely to drop, as German mill requirements are likely to be *nil* for a long time.

FRANCE—

WHEAT	..	..	..	..	..	..	40 million qrs.
OATS	..	..	..	..	..	..	39·5 „ „
RYE ..	..	..	..	..	..	..	6 „ „
WINE	..	..	..	..	..	..	1,000,000,000 gal.
ALUMINIUM	..	..	..	..	..	..	10,600 tons.
IRON ORE	..	..	..	..	..	..	15,936 long tons.
COAL	..	..	..	..	..	..	38,023,000 long tons.
BEER	..	..	..	..	..	..	400,000,000 barrels.
SILK	..	..	..	..	..	..	1,200,000 lb.
BEET SUGAR	..	..	..	..	..	..	515,000 tons.

As between Great Britain and France, the only items of vital importance are wine and silk. These are luxuries, and as the war is affecting the vineyards by the withdrawal of men for the army, the diminished quantity will probably just be balanced by a diminished demand.

GERMANY—

BARLEY	..	..	..	..	..	18 million qrs.
OATS	..	..	..	..	..	58·5 „ „
RYE ..	..	..	..	..	..	51 „ „
HOPS	..	..	..	..	..	23·4 „ „
BEET SUGAR	..	..	..	..	..	1,457,000 tons.
BEER	..	..	..	..	..	1,500,000,000 gal.
SILVER	..	..	..	..	..	14,150,000 oz.
LEAD	..	..	..	..	..	158,750 long tons.
ZINC	..	..	..	..	..	232,250 „ „
STEEL ..	..	..	..	..	..	14,800,000 long tons.
COAL	..	..	..	..	..	158,164,000 „ „

GERMANY AND LUXEMBURG—

IRON ORE	..	..	..	..	..	29,450,000 long tons.
PIG IRON ..	..	..	..	..	..	15,325,000 „ „

The only possible comment to be made concerning these important figures is a row of 0 0 0 0 0 0 !

HAWAII—

CANE SUGAR	535,000 tons.
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INDIA—

WHEAT	45 million qrs.
CANE SUGAR	2,390,000 tons.
RICE	89,000,000 lb.
TEA	270,000,000 lb.
TOBACCO	..	..	..	..	..	450,000,000 lb.
COTTON	..	..	..	..	..	3,442,000 bales.

Our remarks on Australia apply with great force to the distribution of the products of India. Much of this trade will, however, probably be diverted to Japan and the United States, to balance a demand usually supplied from areas directly affected by the war.

ITALY—

WHEAT	..	..	..	..	..	21·5 million qrs.
MAIZE	..	..	..	..	..	11 „ „
WINE	..	..	..	..	..	950,000,000 gal.
SILK ..	..	..	..	..	..	10,000,000 lb.

Italy, even if she keeps out of active warfare, will be adversely affected by the proximity of hostilities. England, however, does not take a large quantity of Italy's harvests.

JAPAN—

RICE	15,000,000 lb.
TEA	56,000,000 lb.
COPPER	51,000 long tons.
SILK	21,200,000 lb.
TOBACCO	93,000,000 lb.
BARLEY	11·5 million qrs.

The trade of our ally is likely to be hit by the war, but, at the same time, the stoppage of trade in Europe will be to her advantage.

JAVA—

CANE SUGAR	1,395,000 tons.
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MEXICO—

GOLD	1,420,000 oz.
SILVER	88,000,000 oz.
COPPER	61,000 long tons.
LEAD	121,500 „ „

Our trade with Mexico can afford to wait till happier times in both countries. We use, but we do not consume, her staple products; but if the war is prolonged we shall be glad of all the lead we can get for making into bullets.

NETHERLANDS—

BEET SUGAR	251,000 tons.
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(EAST INDIES)—

TOBACCO	128,600,000 lb.
TIN	12,600 tons.
PETROLEUM	11,100,000 barrels.

So long as Holland is neutral in the war, this trade is not likely to be seriously affected to any degree that would not be instantly restored on a declaration of peace. In the meantime, Dutch ports are seriously incommoded.

RUMANIA—

MAIZE	10·3 million qrs.
PETROLEUM	9,723,000 barrels.

RUSSIA—

WHEAT	90 million qrs.
BARLEY	55·5 „ „
OATS	112 „ „

RYE	..	..	..	..	121 million qrs.
HOPS	..	..	..	..	10·5 „ „
BEET SUGAR	..	..	..	..	2,100,000 tons.
WINE	..	..	..	..	100,000,000 gal.
TOBACCO	..	..	..	..	200,000,000 lb.
COTTON	..	..	..	..	2,000,000 bales.
WOOL	..	..	..	..	380,000,000 lb.
GOLD	..	..	..	..	1,200,000 oz.
PETROLEUM	..	..	..	..	70,340,000 barrels.

The war will seriously interfere with the arrival of Russian produce in Great Britain, and Russia herself is likely to suffer by not being able to harvest all her crops.

SPAIN—

WINE	370,000,000 gal.
LEAD	162,250 long tons.

TURKEY—

SILK	5,000,000 tons.
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UNITED KINGDOM—

OATS	12 million qrs.
HOPS	36·7 „ „
BEER	1,300,000,000 gal.
ALUMINIUM	7,180 tons.
IRON ORE	..	..	..	..	15,520,000 long tons.
PIG IRON	..	..	..	..	9,720,000 „ „
STEEL	..	..	..	..	6,500,000 „ „
COAL	..	..	..	..	271,900,000 „ „
WOOL	..	..	..	..	145,000,000 lb.

These figures merely give to the mind's eye an abstract picture of our resources in times of need. The Board of Trade assures us that the food supply is practically secure, though, of course, our whole maritime trade will suffer by suspension and diversion.

UNITED STATES—

WHEAT	..	..	..	..	87 million qrs.
BARLEY	..	..	..	..	28 „ „
OATS	..	..	..	..	141 „ „
MAIZE	..	..	..	..	370 „ „
RYE	..	..	..	..	4·2 „ „
HOPS	..	..	..	..	40 million lb.
CANE SUGAR	..	..	..	..	324,000 tons.
BEET SUGAR	..	..	..	..	541,000 tons.
BEER	..	..	..	..	1,650,000,000 gal.

TOBACCO	1,113,400,000 lb.
COTTON	14,885,000 bales.
WOOL	322,000,000 lb.
GOLD	4,700,000 oz.
SILVER	58,000,000 oz.
ALUMINIUM	20,600 long tons.
COPPER	483,750 " "
LEAD	358,000 " "
ZINC	241,290 " "
IRON ORE	41,000,000 long tons.
PIG IRON	23,650,000 " "
STEEL	23,700,000 " "
COAL	443,025,000 " "
PETROLEUM	209,560,000 barrels.

These statistics are too huge to call for much comment. The United States, with a population of 100,000,000, is a very large consumer of her own products. We buy from her chiefly corn, cotton, tobacco, and oil. Our supplies from this quarter are not likely to be interfered with in any way, but the problem arises: Shall we be able to send sufficient goods to America to pay for our needs?

British Wheat Supplies

The following statement shows where our imported wheat supplies came from last year:

From	Wheat. Cwts.	Wheaten flour. Cwts.
BRITISH EMPIRE.....	50,700,000 ..	4,500,000
U.S.A.	34,100,000 ..	6,200,000
ARGENTINA	14,800,000 ..	200,000
RUSSIA	5,000,000 ..	—
REST OF WORLD	1,300,000 ..	1,100,000
TOTAL	105,900,000 ..	12,000,000

Mutton from Overseas

More than one-half of our supplies of meat is raised in the United Kingdom. As to mutton, the imports in 1913 were as follows:

From	Cwts.
BRITISH EMPIRE	3,900,000
ARGENTINA	1,000,000
OTHER COUNTRIES	300,000
TOTAL	5,200,000

Imports of Bacon

From				Cwts.
BRITISH EMPIRE	..	..	..	200,000
DENMARK	..	..	..	2,300,000
U.S.A.	..	..	..	1,800,000
RUSSIA	..	..	..	200,000
OTHER PLACES	..	..	..	400,000
TOTAL				4,900,000

Total Imported Meat Supplies

		1901.		1913.
		Cwts.		Cwts.
NORTH AMERICA	.. ..	14,517,000	..	3,283,000
SOUTH AMERICA	.. ..	2,171,000	..	9,640,000
AUSTRALIA	.. ..	2,661,000	..	5,933,000
EUROPE	.. ..	2,470,000	..	3,965,000
OTHER COUNTRIES	.. ..	—	..	10,000
TOTAL		21,819,000	..	22,831,000

Consumption of Meat Per Head

			1901.		1913.
			lbs.		lbs.
HOME	.. ..	..	79·5	..	76·0
IMPORTED	.. ..	..	56·8	..	51·6
			136·3		127·6

Percentage of Meat Supplies

			1907.		1913.
AUSTRALIA	.. ..	..	4·7	..	15·1
CANADA	.. ..	..	7·8	..	1·6
NEW ZEALAND	.. ..	..	11·2	..	10·9
ARGENTINA	.. ..	..	19·8	..	38·1
DENMARK	.. ..	..	9·3	..	11·5
UNITED STATES	.. ..	..	41·8	..	12·8

CHAPTER VIII

Statistical Summaries

The Armies of the Nations

NEARLY sixteen million armed men are engaged in the present world-war. The following statistics show the relative strength of the nations in times of peace and war.

PEACE FOOTING At Outbreak of War.			WAR STRENGTH.	
Officers.	Men.	Horses.	First and Second Line.	Full Fighting Strength.
Germany ..	36,000	754,000	157,000	2,250,000
Austria ..	34,000	300,000	89,000	1,895,000
France	29,000	620,000	150,000	2,000,000
Belgium ..	3,500	44,000	10,400	180,000
Russia	56,500	1,100,000	250,000	2,900,000
U.K.	25,000	251,000	28,000	275,000
Total				
Belligerents	184,000	3,069,000	554,000	7,715,000
				15,844,000

(B) Exclusive of Dominion Forces.

War Craft of the Powers at War

The naval strength of the rival nations amounts to a total of no less than 1,629 ships, not counting coal vessels. The figures are:—

	Dread- noughts	Battle- ships	Armd. & Pro- tected Cruisers	Tor- pedo craft	Torpedo boat Des- troyers	Sub- marines	Other war craft	Total
Austria ..	3	10	9	60	12	6	3	103
Germany ..	20	13	50	80	123	23	4	313
Russia ..	Bdg.	9	14	29	96	20	—	168
France ..	4	17	34	169	73	73	—	370
U.K. ..	29	40	126	237	191	64	13	700
	56	89	233	575	495	186	20	1,654

The Giants at War

The figures below reveal the gigantic character of the struggle. A conflict involving the destinies of more than 380,000,000 people, inhabiting an area of more than 9,000,000 square miles, and supported in this war of unprecedented magnitude by a combined wealth of more than fifty billion pounds sterling.

Population, Area and Wealth of Nations at War, 1914

	Population.	Wealth.	Area.
Austria-Hungary	50,000,000	£5,000,000,000	360,034
Servia	5,000,000	—	7,225
Germany (not including Colonies)	65,000,000	12,000,000,000	228,780
Russia	164,000,000	8,000,000,000	8,400,000
Belgium	7,500,000	1,800,000,000	11,400
France	40,000,000 (A)	9,000,000,000	207,100
United Kingdom ..	45,000,000	16,000,000,000	120,651
Portugal	5,500,000	500,000,000	35,500
Total	382,250,000	52,300,000,000	9,470,690

(A) Some authorities place the wealth of France at £13,000,000,000 and Germany's at £16,000,000,000.

The Stoppage of Exports

The stopping of exports from Germany and Austria awakened in England, early in the war, the realization that that trade, built up by great effort, especially in the case of Germany's oversea commerce, would fall to England as rightful spoils of war. In the first four months of 1914 the export trade of Germany and Austria amounted in value to upwards of £435,000,000.

EXPORTS FROM WARRING NATIONS FIRST FOUR MONTHS OF 1914.

Principal Articles.	Germany. Value.	Russia. Value.	Austria.	France.	Belgium.
Animals ..	£600,000	£861,000	£ —	£ —	£1,048,000
Food and Drink ..	38,600,000	24,108,000 (A)	12,103,000 (C)	11,795,000	4,914,000
Raw and partly manufactured articles ..	98,800	16,585,000 (B)	6,944,000	32,733,000	32,171,000
Manufactured articles ..	259,500,000	1,025,000	17,612,000 (D)	68,684,000	23,709,000
Total principal Exports ..	£398,500,000	42,579,000	36,659,000	113,212,000	61,842,000
Grand normal total of Exports of Continental powers at war ..					£652,742,000

(A) Food and raw material; (B) Partly manufactured; (C) Animals and food; (D) Includes silk tissues sent by parcel post.

The Resources of the United Kingdom

While the revenues and expenditures of countries are known to a fraction, there is a contrariety of estimate regarding their wealth. One estimate recently submitted to the Royal Statistical Society gives Germany's wealth, for example, at £12,200,000,000, and another, £16,000,000,000. The wealth of France is placed at £9,000,000,000. In the accompanying table, given by the Royal Statistical Society in the number of its Journal current with the outbreak of war, the wealth of the United Kingdom is carefully compiled, showing the total to be more than £16,000,000,000. The wealth of the British Empire is placed at £22,250,000,000, showing it to be the richest nation, even eclipsing the U.S.A.

THE UNITED KINGDOM'S WEALTH (in thousands of £).

(As submitted to the Royal Statistical Society.)

	Income.	Capital.
Lands	52,219 ..	1,305,475
Houses.. .. .	223,813 ..	3,357,195
Other Profits	1,297 ..	32,425
Farmers' Profits	17,457 ..	139,656
Public Funds <i>less</i> Home Funds ..	35,049 ..	700,000
Quarries, Mines, Ironworks	23,109 ..	92,436
Gasworks, Waterworks	19,585 ..	391,760
Canals, Docks, Fishing, etc... ..	2,607 ..	52,140
Other Public Companies	199,082 ..	2,986,230
Foreign and Colonial Securities and Coupons	50,828 ..	1,016,560
Railways in U.K.	46,099 ..	1,152,475
Railways out of U.K.	28,016 ..	560,320
Other Profits and Interest	16,654 ..	233,080
Trades and Professions (one-fifth of total Income of £222,676,000) ..	44,533 ..	667,995
Total under Income Tax	— ..	12,688,727
Trades and professions omitted, 20 per cent. of £44,533,000	8,906	
Income of non-tax paying classes, derived from capital	100,000	
Income from investments abroad, etc.	60,000 ..	
Movable property not yielding in- come, furniture, etc.		1,000,000
Government and local property ..		750,000
		16,472,317

TRADE OF EUROPE WITH U.S.A. IN TIMES OF PEACE, 1913.

				Exports to U.S.A. from		Imports from U.S.A. into
Austria-Hungary	..	..	..	£3,940,000	..	£4,800,000
Azores and Madeira	..	..	..	65,000	..	49,000
Belgium	..	..	..	8,670,000	..	13,600,000
Bulgaria	..	..	..	90,070	..	21,000
Denmark	..	..	..	615,000	..	3,800,000
Finland	..	..	..	26,000	..	740,000
France	..	..	..	28,000,000	..	30,000,000
Germany	..	..	..	38,900,000	..	68,000,000
Gibraltar	..	..	..	1,530	..	96,000
Greece	..	..	..	651,000	..	249,000
Iceland	..	..	..	21,000	..	6,900
Italy	..	..	..	11,000,000	..	15,600,000
Malta	..	..	..	4,900	..	92,000
Netherlands	..	..	..	7,840,000	..	25,800,000
Norway	..	..	..	1,720,000	..	1,760,000
Portugal	..	..	..	1,400,000	..	859,000
Roumania	..	..	..	71,000	..	496,000
Russia in Europe	..	..	..	4,500,000	..	5,220,000
Servia and Montenegro	..	..	..	143,000	..	157,000
Spain	..	..	..	4,800,000	..	6,470,000
Sweden	..	..	..	2,250,000	..	2,490,000
Switzerland	..	..	..	4,500,000	..	170,000
Turkey in Europe	..	..	..	2,000,000	..	456,000
				<hr/>		<hr/>
				121,468,500	..	180,131,900
				<hr/>		<hr/>
United Kingdom—						
England	..	..	..	52,000,000	..	112,500,000
Scotland	..	..	..	5,000,000	..	7,510,000
Ireland	..	..	..	3,700,000	..	2,819,000
				<hr/>		<hr/>
Total, United Kingdom	..	..	..	60,700,000	..	122,829,000
				<hr/>		<hr/>
Total, Europe	..	..	..	£182,161,500	..	£302,950,900

Austria's Rising Expenditures

Although Austria's revenue has grown in seven years from two million kronen to more than three, the public debt of the Dual Monarchy increased from a little over five million to more than six and a half million. It should be said, however, that a great sum—400,000,000 kronen—has gone into State railways.

And Austria's army costs 100 per cent. more per annum (even in times of peace) than it cost seven years ago.

AUSTRIA-HUNGARY'S DEBT.

AUSTRIA :—				1907.	Now.
General Debt :				Kronen.	Kronen.
Consolidated Debt	..	..	..	5,326,656,000	5,130,184,000
Floating Debt	..	..	..	93,437,000	962,000
Annuities	..	..	..	23,753,000	23,750,000
Payment to Bavaria	..	..	..	3,500,000	3,500,000
Total General Debt				5,447,346,000	5,158,396,000
Austrian Special Debt :					
Consolidated Debt	..	..	..	3,605,581,000	6,965,111,000
Floating Debt	..	..	..	13,548,000	347,642,000
Total Special Debt				3,619,129,000	7,312,753,000
Total Austrian Debt					
{ Kronen				9,066,475,000	12,471,149,000
{ £				377,770,000	519,631,000
HUNGARY :—				Korona.	Korona.
Consolidated Debt	..	..	..	2,284,580,000	4,315,820,000
Annuities	..	..	..	2,164,780,000	1,013,640,000
Treasury Bonds	..	..	..	17,475,000	35,000,000
Miscellaneous	..	..	..	165,081,000	191,110,000
Arrears Outstanding	..	..	..	487,264,000	1,037,276,000
Total Hungarian Debt					
{ Korona				5,119,180,000	6,592,846,000
{ £				213,299,000	274,702,000

AUSTRIA'S REVENUE.

	1907.	Now.
	Kronen.	Kronen.
Revenue from :—		
Council of Ministers	2,698,000	3,786,000
Ministry of the Interior	2,981,000	2,107,000
Ministry of the National Defence ..	1,469,000	1,795,000
Ministry of Public Worship and Education	15,052,000	16,826,000
Ministry of Finance :—		
Direct Taxes :—		
Land Tax	53,759,000	171,775,000
House Tax	97,197,000	
Trading Licences :—		
General	35,346,000	36,511,000
Hawkers' and Pedlars' Licences	214,000	182,000
Public Companies	54,743,000	75,705,000
Tax on Securities	9,319,000	13,153,000
„ Personal Income	60,801,000	101,718,000
Establishment Taxes	2,463,000	4,990,000
Miscellaneous	3,699,000	4,049,000
Indirect Taxes :—Customs	143,503,000	210,152,000
Excise Duties :—		
Sugar	135,371,000	153,863,000
Beer	78,422,000	84,360,000
Wine	12,959,000	13,563,000
Spirits	92,413,000	102,963,000
Other	47,707,000	55,332,000
Total Excise Duties	366,872,000	410,081,000
Salt Tax	46,296,000	49,844,000
Tobacco Tax	245,656,000	339,084,000
Stamps	54,050,000	69,201,000
Fees and Taxes	130,926,000	187,567,000
Passenger Ticket Duty	19,378,000	27,454,000
Lotteries	33,661,000	41,955,000
Miscellaneous	3,353,000	5,525,000
Miscellaneous Receipts	19,181,000	39,349,000
Total, Receipts, Finance Department ..	1,380,417,000	1,788,295,000
Ministry of Commerce	157,072,000	228,950,000
„ Railways	337,253,000	876,785,000
„ Agriculture	42,012,000	24,227,000
„ Justice	2,826,000	5,120,000
„ Public Works	—	47,786,000
New Loans raised, etc.	5,745,000	9,646,000
Total Ordinary Revenue	1,947,525,000	3,006,085,000
Extraordinary Revenue	60,970,000	167,224,000
Total Revenue { Kronen	2,008,495,000	3,173,309,000
£	83,687,000	132,221,000

AUSTRIA'S EXPENDITURE.

Expenditure on :—	1907. Kronen.	Now. Kronen.
Imperial Household and Chancellery	11,473,000	11,488,000
" Reichsrath "	4,126,000	5,333,000
Supreme Court (<i>Reichsgericht</i>) ..	63,000	69,000
Council of Ministers	4,269,000	6,123,000
Contribution towards Imperial Expenses	264,849,000	391,377,000
Ministry of the Interior	62,792,000	57,989,000
Ministry for National Defence ..	67,369,000	102,845,000
„ of Public Worship and Education	82,531,000	105,421,000
„ „ Finance	271,118,000	371,318,000
„ „ Commerce	150,753,000	207,161,000
„ „ Railways	266,370,000	649,810,000
„ „ Agriculture	50,654,000	51,138,000
„ „ Justice	73,045,000	91,651,000
„ „ Public Works	—	89,628,000
Erection, etc., of Public Buildings ..	—	3,977,000
Audit Office	560,000	723,000
Pensions	77,323,000	125,471,000
Subventions and Dotations ..	8,548,000	17,974,000
Public Debt	367,621,000	488,707,000
Total Ordinary { Kronen	1,762,864,000	2,778,203,000
Expenditure { £	73,453,000	115,758,000
Extraordinary Expenditure	99,429,000	406,158,000
Total Expenditure { Kronen	1,862,293,000	3,184,361,000
{ £	77,596,000	132,682,000

Belgium, the Efficient Nation

Belgium, whose total population is only equal to that of London, and whose area is 11,400 square miles, as compared with Germany's and Austria's combined area of 688,000, has suddenly commanded the attention of the world. It has not, like other continental nations, made its army a burden, yet the developments of the war showed that it has not neglected the art of war. The amount spent on the army last year was over £2,790,000. What Belgium has accomplished with a total revenue of £29,400,000, which is much less than Germany spends on its army alone (£46,200,000), reveals an almost incomparable national efficiency.

BELGIUM'S REVENUE.

		1907.	Now.
		Francs.	Francs.
Ordinary Revenue :—			
Taxes, Direct and Indirect	..	273,518,749	302,739,941
Post Office, Tolls, etc.	.. ..	20,963,146	29,234,757
Railways, Telegraphs, Crown Lands, etc.	.. .. .	278,844,637	354,922,107
Repayments of Sums advanced on behalf of Government Service	..	8,025,824	8,355,431
Total Ordinary		581,352,356	695,252,236
Extraordinary Revenue (Sums raised by Loans, etc.)	.. .. .	125,032,643	42,771,403
Total Revenue {			
<i>Francs</i>	.. ..	706,384,999	738,023,639
£	.. ..	28,255,400	29,520,946

BELGIUM'S EXPENDITURE.

		Francs.	Francs.
Ordinary Expenditure :—			
Public Debt	.. .. .	156,342,051	191,060,875
Civil List	.. .. .	5,312,230	5,314,428
Ministry of Justice	.. .. .	28,015,137	32,011,673
„ Foreign Affairs	.. .. .	4,759,353	4,543,313
„ the Interior and Public	}	36,406,429	45,896,799
Instruction			
Science and Art			
„ Agriculture	.. .. .	13,481,159	
„ Colonies	.. .. .		1,097,427
„ Industry and Labour	.. .. .	22,434,842	23,821,611
„ Railways, etc.	.. .. .	189,50,734	254,091,603
„ War	.. .. .	63,096,811	73,228,772
„ Finance	.. .. .	36,752,643	23,411,759
„ Public Works	.. .. .		31,196,319
Remitted Taxes, etc.	.. .. .	10,505,936	3,491,088
Total Ordinary		566,615,325	689,165,667
Extraordinary Expenditure (Railways, Telegraphs, Roads, etc.)	.. .. .	59,883,177	121,760,768
Total Expenditure {			
<i>Francs</i>	.. ..	626,498,502	810,926,435
£	.. ..	25,059,940	32,437,057

The Finance of France

It is noteworthy that while the population of France is many millions less than Germany's, the revenue of the Republic (£184,600,000) is greatly in excess of the Empire's (£141,900,000). Below we give at a glance the leading figures relating to the French Republic, comparing the year 1907 with the latest figures available.

THE REVENUES OF FRANCE.

	1907.	Now.
	Francs.	Francs.
Total Direct Taxes :—		
Land Tax, Buildings, Door and Window Tax, Personal and Habitation Duties, Trade Tax, etc.	560,850,000	605,250,000
Indirect Taxes :—		
Registration, Stamps, Customs (590,000,000 fr.), Inland Revenue, Salt, Sugar	2,230,000,000	2,531,954,000
State Monopolies—		
Matches	38,611,000	42,075,000
Tobacco	470,554,000	505,064,000
Gunpowder	18,487,000	20,830,000
Post Office	246,935,000	275,197,000
Telegraphs	51,083,000	58,396,000
Telephones	26,306,000	39,515,000
Other Services	30,065,000	8,735,000
Domains	22,226,000	33,218,100
Forests	34,716,000	35,069,000
Miscellaneous	70,280,000	69,491,000
Collected for Local Authorities ..	139,477,000	233,353,000
Revenue Recoverable in Algeria ..	3,298,000	4,402,000
Exceptional Revenue	22,439,000	153,000,000
Total Revenue { <i>Francs</i> ..	3,968,367,000	4,615,549,000
£ ..	158,735,000	184,722,000

EXPENDITURE OF FRANCE.

				1907. Francs.	Now. Francs.
Ministry of Justice	..	..	..	39,046,000	59,676,000
„ Foreign Affairs	..	..	..	20,895,000	22,627,000
„ Interior	..	..	..	107,330,000	152,602,000
„ Public Worship	..	..	..	619,000	—
„ Finance :					
Public Debt	..	..	..	1,219,519,000	1,287,102,000
Executive Government	..	..	..	19,748,000	20,136,000
General Expenses	..	..	..	48,685,000	57,491,000
Expenses of Collection	..	..	..	224,081,000	275,619,000
Transfers to Communes	..	..	..	37,110,000	40,991,000
Total, Ministry of Finance	..			1,549,143,000	1,681,339,000
Ministry of War	..	..	..	821,955,000	993,833,000
„ Marine	..	..	..	315,704,000	466,880,000
„ Colonies	..	..	..	96,247,000	106,670,000
„ Public Instruction and Fine Arts :					
Public Instruction	..	..	..	259,377,000	300,126,000
Fine Arts	..	..	..	17,830,000	25,977,000
Ministry of Commerce and Industry	..			57,073,000	57,849,000
„ Labour and Public Thrift				11,937,000	98,343,000
„ Agriculture	..	..	..	58,615,000	77,462,000
Ministry of Public Works, Posts and Telegraphs :					
Post, Telegraphs and Telephones	..			283,911,000	374,250,000
Other Public Works :	..	..	
Ordinary Expenses	..	..	..	83,185,000	1,923,000
Extraordinary Expenses	..			157,373,000	314,958,000
Total Ministry of Public Works, etc.	..	..	..	524,469,000	781,131,000
Total Expenditure {	Francs	..		3,880,240,000	4,824,515,000
	£	..		155,210,000	192,981,000

Problems Awaiting Germany

More than £34,100,000 in times of peace are collected by Germany through its customs. The curtailing of this through war—the inevitable decline of incoming as well as outgoing trade—will cause Germany to find other means of supplying revenue; and, too, the national expense because of war will increase. The burdens, therefore, upon producers in that country will be great and grievous.

EXPENDITURE OF GERMANY.

Expenditure on :—				1907.	Now.
				Marks.	Marks.
" Reichstag "	..	..	..	2,323,000	2,164,000
Imperial Chancellery	..	..		299,000	314,000
Treasury :—					
Repayments to States	..	..		195,043,000	—
Other Expenditure	..	..		85,047,000	44,057,000
Foreign Office	..	..	..	18,726,000	19,290,000
Home Office and " Bundesrath "	..			90,967,000	123,017,000
Ministry of Justice	..	..	..	2,489,000	2,988,000
Audit Office	..	..	..	1,224,000	1,306,000
Maintenance of the Army	..	..		809,746,000	945,513,000
„ „ Navy	..	..		303,357,000	470,907,000
Posts and Telegraphs	..	..		602,903,000	714,009,000
Railway Management	..	..		132,900,000	124,344,000
Ministry for Railways	..	..		430,000	484,000
State Printing	..	..	..	7,834,000	8,649,000
Public Debt	..	..	..	148,426,000	236,508,000
Pensions	..	..	..	101,170,000	143,411,000
Pensions Fund	..	..	..	37,350,000	
Expedition to China	..	..		6,627,000	—
Expedition to South West Africa	..			202,843,000	—
Expedition to German East Africa				1,518,000	—
Miscellaneous	..	..	..	4,000	20,869,000
Total Expenditure .. {				Marks ..	2,809,867,000
				£	138,152,000
					2,886,135,000
					141,902,000

Germany has been unfortunate in the development of its colonies, but that has not been because the Government has failed to spend sufficient sums on them. Seven years ago the German nation spent more than £97,900,000 on an expedition to South-West Africa, as the accompanying tables disclose.

The national expense of maintaining Germany's army has risen in seven years from £39,000,000 to nearly £48,000,000.

GERMANY'S REVENUE.

				1907.	Now.
Revenue From :—				Marks.	Marks.
Customs Duties	..	..	..	644,745,000	699,308,000
Excise Duties—					
On Tobacco	..	..	..	10,963,000	12,290,000
Cigarettes	..	..	..	12,680,000	29,983,00
Beet Sugar	..	..	..	138,365,000	143,500,000
Salt	..	..	..	57,844,000	59,167,000
Brandy	..	..	..	120,682,000	195,046,000
Vinegar	..	..	..	—	733,000
Sparkling Wine	..	..	..	5,357,000	11,329,000
Illuminants	..	..	..	—	11,653,000
Matches	..	..	..	—	18,210,000
Malt	..	..	..	53,772,000	122,100,000
Stamp Duties	..	..	..	134,474,000	265,548,000
Succession Duties	..	..	..	26,264,000	43,500,000
Receipts from—					
Posts and Telegraphs		..	..	597,165,000	791,381,000
State Printing		..	..	11,621,000	11,788,000
Railways	..	..	..	121,537,000	141,780,000
Banks	..	..	..	40,133,000	15,938,000
Pensions Fund	..	..	..	50,892,000	—
Extraordinary Receipts	..	..	..	200,851,000	134,473,000
Matricular Contributions	..	..	..	226,618,000	51,941,000
Miscellaneous Receipts	..	..	..	48,508,000	73,775,000
Receipts from other Sources	..	..	..	15,350,000	52,692,000
Total Revenue	{ Marks		..	2,517,821,000	2,886,135,000
	{ £		..	123,793,000	141,902,000

German Exports and Imports

The value of the German foreign trade during the past few years has been :

1907	..	..	..	..	£437,435,000	£342,310,000
1908	..	..	..	..	383,330,000	319,960,000
1909	..	..	..	..	426,345,000	329,710,000
1910	..	..	..	..	446,750,000	373,735,000
1911	..	..	..	..	485,300,000	405,305,000
1912	..	..	..	..	519,605,000	444,430,000

The nature of the resources of German agriculture in raising corn crops is shown in the following record figures for the year 1912 :—

Articles.				1912.	Former Records.	
				Tons.	Year.	Tons.
Wheat	..	..	..	4,360,624	1911	4,066,335
Rye	..	..	..	11,598,289	1909	11,348,415
Barley	..	..	..	3,481,974	1907	3,497,745
Oats	..	..	..	8,520,183	1907	9,149,138
Potatoes	..	..	..	50,209,466	1905	48,323,353

An Awakened Russia

Russia, as its unexpectedly quick mobilization at the beginning of the war of 1914 showed, can no longer be looked upon as a static nation. And the Tzar's ukase to Poland gives evidence that St. Petersburg, too, is on the march. The revenue from the post office in Russia rose in seven years from £5,175,000 to £7,625,000, and the normal earnings of state-owned railways, aside from duties on passengers and goods, rose in the same period from £54,600,000 to £78,500,000.

The Slav seems to be coming into his own.

Russia's total revenue has not overtaken its total expenditure, but the country's resources are vast, and as yet only at the beginning of their development. A dynamic Russia, dealing justly, and exploiting its own vast and incredibly rich domain, would transform, not only itself, but the industry and commerce of the world.

RUSSIA'S REVENUE.

From :	1907.	Now.
Direct Taxes :—	Roubles.	Roubles.
Land Real and Personal Estate ..	63,459,000	80,550,000
On Interest payable on Stock, etc. . .	20,699,000	30,414,000
On Trade and Industries	99,164,000	132,307,000
Indirect Taxes :—		
Customs Duties	260,477,000	327,378,000
Excise on Liquor	41,117,000	48,899,000
„ Tobacco	54,050,000	72,593,000
„ Cigarette Papers, etc. ..		4,417,000
„ Matches	15,871,000	19,354,000
„ Sugar	101,467,000	127,765,000
„ Mineral Oils	36,833,000	50,038,000
Duties :—		
Stamps, Fees, and Registration Duties	59,252,000	101,791,000
Transfers of Property	25,491,000	44,502,000
Railway Passengers and Goods in		
Passenger Trains	18,615,000	28,267,000
Fire Insurance Duties	4,891,000	6,202,000
Other Duties	14,368,000	18,492,000
Carried Forward .. Roubles	815,754,000	1,092,969,000

		Roubles.	Roubles.
Brought Forward		815,754,000	1,092,969,000
State Monopolies and Revenue :—			
Royalties on Metals		119,000	430,000
Mint		6,846,000	7,257,000
Post Office		49,510,000	72,713,000
Telegraphs and Telephones ..		27,016,000	37,966,000
Sale of Spirits by the State ..		707,141,000	824,692,000
Crown Property, etc. :—			
Rent from Domains		29,834,000	38,340,000
Forests		58,987,000	84,588,000
Factories, Mills, etc.		13,863,000	18,069,000
State Railways		510,338,000	742,389,000
State's share of Receipts from certain leased lines		1,027,000	19,922,000
Interest on State Funds, and Banking			
Profits, etc.		22,203,000	34,402,000
Sums paid by Former Peasants :			
Of Private Owners	}	649,000	870,000
Of the State			
Of the Crown (<i>Apanages</i>)			
Repayment of Loans		36,092,000	56,296,000
Payments by Railway Companies on their Consolidated State Debt	}	7,479,000	18,757,000
Municipal Loan Funds		20,253,000	31,946,000
Other Receipts		35,364,000	24,311,000
<hr/>			
Total Ordinary Revenue		2,342,475,000	3,105,917,000
<hr/>			
Extraordinary Revenue		143,043,000	1,813,000
Receipts from former Budgets :			
Ordinary		29,721,000	18,413,000
Extraordinary		14,598,000	5,664,000
<hr/>			
Total Revenue .. {	Roubles	2,529,837,000	3,131,807,000
	£	267,038,000	330,580,000

Russian Expenditure

It will be seen in the tables on the opposite page that Russia, always a land of mystery in its movements, has been spending large sums in developing various branches of the Government. While £4,800,000 were spent on education seven years ago, the present annual amount expended on public instruction now exceeds £12,550,000.

And Russia has been preparing its armies for efficient war, the sum spent along that line now exceeding £55,500,000 per annum, as compared with £42,900,000 seven years ago, while the total expenditure of the nation has grown in that period from two-and-a-half thousand million roubles to more than three, or, in terms of our own currency, from £272,000,000 and over to more than £334,000,000.

EXPENDITURE OF RUSSIA.

	1907.	Now.
	Roubles.	Roubles.
Public Debt Services :		
Interest	353,330,000	393,660,000
Capital redeemed	20,369,000	
Banking, etc., Expenses on Loans ..	707,000	
Imperial Cabinet	6,419,000	8,102,000
Holy Synod	29,350,000	39,976,000
Ministry of the Household	16,509,000	17,375,000
„ Foreign Affairs	6,308,000	8,142,000
„ War	405,683,000	526,272,000
„ Marine	87,711,000	176,083,000
„ Finance	429,272,000	424,653,000
„ Agriculture and Domains	46,634,000	119,891,000
„ The Interior	140,355,000	178,669,000
„ Public Instruction	45,653,000	118,147,000
„ Public Works and Com- munications	507,648,000	555,203,000
„ Justice	56,443,000	84,014,000
„ Commerce and Industry	32,156,000	53,547,000
Audit Ministry	9,582,000	11,130,000
Director of the Stud	1,839,000	2,876,000
Other Expenses	—	4,024,000
Total Ordinary Expenditure	2,195,968,000	2,721,764,000
Extraordinary Expenditure	386,640,000	449,297,000

Total Expenditure	{ Roubles	2,582,608,000	3,171,061,000
	{ £ ..	272,609,000	334,723,000

RUSSIA'S PUBLIC DEBT.

		1907.	Now.
Total Debt ..	{ 1,000 Roubles	8,625,560	8,957,875
	{ £	910,476,000	945,553,000
<i>Of which Incurred on</i>			
<i>account of Railways</i>	{ 1,000 Roubles	3,155,642	3,074,274
	{ £	333,095,000	324,507,000

CHAPTER IX

The Fortifications of the Nations

CONTINENTAL Europe has been made by centuries of war into a vast battlefield bristling with fortresses. They frown on every plain and guard every pass. They are equipped with the latest engines of defence, and are to be reckoned with, for every European army seeking vantage ground beyond its own sphere must first storm and besiege one or more strongholds.

The citadels involved in 1914's range of conflict guard all ways as far north as Riga, and as far south as Cattaro, on the Adriatic. These fortresses range in many lines, from Smolensk on the Dneiper, from Moscow to Liège and Brussels, only a night's ride from Charing Cross.

Here is presented a complete list of the fortresses important in the war of 1914. The list begins with the strongly fortified naval bases of the British Empire, which are the only fortifications British policy has thought it wise to provide. Next come the naval bases of Germany and Russia. The details are given of the fortresses of Russia, and so we go westward to Austria, Germany and France. Many of these fortresses are built along similar lines. The description given of the strongholds, Strasburg and Metz in Germany (Alsace-Lorraine), and of Belfort and Epinal in France, will give an idea of the resisting power of the many strategic points of Europe.

British Naval Dockyards Overseas

GIBRALTAR, the key of the Mediterranean, commanding its western entrance.

MALTA, the base of the Mediterranean fleet. It is held to be even stronger than Gibraltar or Hongkong, and is generally regarded as Britain's greatest stronghold. It is midway between Gibraltar and Suez.

HONGKONG, home of the British Chinese squadron. Both east and west entrances into this harbour are narrow and fully supplied with means of defence. It is the largest port in the world.

SYDNEY, naval station of the first class, and headquarters of the Australian fleet waters. Sydney's proximity to the coalfields of New South Wales gives it peculiar importance as a naval base.

BOMBAY, strongly defended and of strategic importance.

CALCUTTA, naval base, difficult for the enemy to reach, as the channel up to Hooghly is tortuous and calls for the skill of a pilot thoroughly versed in the waters.

SIMON'S TOWN (Cape Town) fully equipped as a naval base.

BERMUDA. Having no land frontier, the defence of this naval station is comparatively easy.

German Naval Bases

BRANSBUTTEL, at the North Sea entrance to the Kiel Canal. This station strengthens the position of the German fleet in the North Sea. This base, Bransbittel, is protected by the elaborate defensive works guarding the Kiel Canal. The anchorage there is 37 ft. deep.

OSTERMOOR, a base of the Kiel Canal, with a harbour and docks for torpedo boats.

KIEL, the chief naval bases of the Baltic. Vast sums have been expended to make it the most elaborately equipped station in the world. There are great works in the Imperial yards, in addition to which the Krupp and Howaldt Companies have extensive yards there.

KIEL CANAL (or Kaiser-Wilhelm Canal). A waterway that has been deepened and widened to allow free passage of battleships and even "dreadnoughts" between the Baltic and North Sea. It was completed just prior to Germany's engagement in war. It is regarded as of the utmost strategic importance. Formerly vessels of the German fleet in the Baltic, in order to reach the North Sea, had to steam entirely round Denmark and come back through Skager Rak to the North Sea and thence to Heligoland to Wilhems-haven, where they would be, after that long voyage, but a few miles from the starting point. This waterway is 57 miles long, 36 ft. deep, and 144 ft. wide.

Russia

SEBASTOPOL. This is a natural harbour and could give anchorage to vessels of every kind. It has long been reserved exclusively as a naval station by Russia. Everywhere in the harbour there is safe anchorage. No vessel flying a foreign flag ever calls at Sebastopol unless it has a cargo of coal or machinery or munitions for the government.

GONIONDY, on the River Bober, just inside the boundary line, and three miles north-west of Bralystock.

NOVO-GEORGIEVSKI. In Warsaw. A city so fortified that an invader would find it harder to burn than it was a hundred years ago.

IVANGEROD. An entrenched camp, fifty miles south-east of Warsaw.

LUBLIN; also in Russian Poland, ninety-four miles south-east of Warsaw. This stronghold is on a height above the left bank of the Bistritza River. Russia is so vast a country, with its more than 8,000,000 square miles, that some of these fortresses, though situated, like Warsaw and Lublin, a considerable distance from Germany's eastern boundary, are called Russia's frontier line of defence. Behind them (farther east) are other fortresses.

LUTSK, directly east of Lublin.

Behind this line of citadels, and covering a longer line, is the Russian third line of defence.

RIGA, strongly fortified toward the sea, or, rather, the River Divina. This fortified port is five miles from the Gulf of Riga and 312 miles from the Capital. Its trade is extensive, coming only after that of St. Petersburg and Moscow in importance.

SMOLENSK, the famous fortress on the Dnieper. This stronghold, which Napoleon destroyed, is now modern, and the place a railway centre. Smolensk is designed to check effectively any army penetrating Russia from the direction of Germany or Austria.

THORN, on the Vistula, near the province of East Prussia. This is an exceptionally strong fortress, and between it and Modin (Novo-Georgievski) the Russian Government has constructed a vast entrenched camp, which accommodates 60,000 soldiers.

KRONSTADT, a naval fortress on the island of Kotlin, near the head of the Gulf of Finland, and a little more than seventeen miles from St. Petersburg.

Austria

CRACOW, in Galicia, once in Poland, now near the Austro-Russian frontier. Cracow is on the left bank of the Vistula. Commercial roads centre there. The fortress is very strong, like its companion sentinels along Austria's northern border.

LEMBERG, the capital of Galicia. This fortress was built by Casimir the Great, of Poland, in the 14th Century. In 1656 Lemberg successfully resisted the Russians. In 1671 it capitulated to the Turks; in 1704 it was stormed by the Swedes under Charles XII. Lemberg, Preszemburg and Cracow guard the railways that pass through the Carpathians, themselves a fortress chain reaching across the northern boundary of Austria proper, from a point near Presburg, once the capital of Hungary, to the Iron Gate of the Danube.

VICHEGRAD, a strong fortress where the Drina River is crossed, going into Bosnia, the Balkan Province whose annexation with Herzegovina by Austria stirred the Servians and is regarded as the origin of the war of nations in 1914.

CATTARO, facing the Adriatic, is an ancient fortress with modern guns. It commands the remarkable zig-zag road cut in the steep mountain that leads to Mount Lovtchen, the lofty peak in Montenegro, which again commands Cetinje, the Capital. The possession of this natural and lofty rampart (Mount Lovtchen) is of great importance, for it is the highest point in Montenegro. To understand the relative strength of Austria in the Adriatic it is necessary to consider the mountain crowned with big guns, the fjord-like waterways affording passage or hiding to vessels, which are there invisible from the Adriatic.

EGER. A fortress closing the gap between Erzgebirge and the Black Forest, affording to Austria and Germany the same kind of protection that Belfort gives France in guarding the gap between the Vosges and the Jura.

Germany

KONIGSBURG. A strong fortress on a peninsula in the Baltic. The coast is steep, and on the east approach is opposed by the Dieme Canal. It has often been wondered why there were not more forts in north-east Germany along the Russian frontier. The reason is that from the Pregal, 50 miles from Konigsburg, to the Russian frontier the country is a swamp; likewise, the frontier in this district between the Vistula and the Wartha is swampy, and to the northward are forests growing in swamps.

PILLAU. A fortress defending egress to the Frischer-Hof. Various fortifications defend the entrances of the north to the Kurischer-Hof.

DANTZIG. This is a fortress of the premier class, and is designed to resist attack by land or sea. It is entrenched on the Mottlau, a branch of the Vistula.

BROMBERG. The fortress guarding the railway approaches across the River Netze.

POSEN. This is an entrenched camp equipped to enable Germany to make sorties and guard its whole eastern frontier. The natural advantage enjoyed by this entrenched camp, where armies have their basis, is the River Wartha. Between this entrenched camp and Thorn there is another stretch of marsh.

GLOGAN. The fortress defending the region of the Upper Oder.

STETTIN. Fortified from the sea approach. A canal connects this stronghold with the port of Swinemunde.

KUSTRIN. An unusually strongly defended fortress at the confluence of the Oder and the Wartha. This stronghold has the advantage of being surrounded by marshes.

RUGENWALDE. At the mouth of the Wipper.

STOLPEMUNDE. At the mouth of the Stolpa is a coast defence fort equipped to guard the coasts between the greater streams, the Oder and the Vistula.

INGOLSTADT. A fortress of the Danube 200 miles from Vienna. Fifty miles south-westward is the great arsenal of Augsburg.

MAINZ. Military experts regard this fortress as the most strategic place in Western Europe. It is on the most eastern point of the Rhine, and completely dominates that stream and is designed also to command the route of the Neckar, the natural path to the Danube valley. It also commands the route of the Main leading to the Saale and Elbe Valleys and the route of the Kinzig leading to Kassel or to the Black Forest.

METZ, in Alsace-Lorraine, is considered the greatest stronghold on the German frontier. It is protected by eleven forts, one on a ridge commanding the road to Gravelotte. In peace times, the main concentration of the German army is at Metz, with thirty-three infantry battalions, ten squadrons of cavalry, and twenty-seven batteries of artillery. The fortress is equipped with long lines of warehouses, barracks, and arsenals, designed to support in war times forces marching from Thionville, just to the north, and with a great force backed by artillery to open passage through the French line of fortresses on the River Meuse, and thus clear the way to Chalons-sur-Marne, in France, on the direct road to Paris. On the citadel's esplanade, a bronze figure of Prince Frederic Charles, who captured it in 1870, is posed, looking determinedly toward the west.

STRASBURG, in Alsace-Lorraine, on the Rhine, and south-east of Metz, with a peace garrison of twenty-four infantry battalions, six squadrons of cavalry, and seventeen batteries of artillery, is designed as a stronghold both for defence and offence. Along a perimeter of nineteen miles, twelve forts on the west of the Rhine and three forts on the east of the river are considered more than adequate to command and protect the city. Moltke, who designed it, conceived it to be impregnable, permitting German armies to manœuvre east and west of the Rhine without hindrance. Approaches by road and rail are strongly commanded. Citadel railways connect the fifteen forts, arsenals and stores. Vast supplies of munitions of war and food are within the chain of forts, and lines of trenches are always ready for occupation.

France

MAUBEUGE ON THE SAMBRE. This fortress guards any defence, east or west.

HISSON and MONTMEDY are fortified.

VERDUN. Is an entrenched camp. Numerous small forts extend along the front from Verdun to Toul, a fortress of the first-class on the Moselle, and the Strasburg railway line.

BELFORT. A companion fortress on the French side to Strasburg on the German. It is an entrenched camp with a perimeter of twenty-seven miles with triple lines of forts. Its normal garrison is 9,000 men but in war times can accommodate an army. Barracks, arsenals, and vast stores of munitions and food have accumulated. Military railways within the stronghold connect all departments.

EPINAL. A great citadel on the Moselle. It, too, is surrounded by towering forts, extending over a perimeter of twenty-seven miles. Epinal has been designed for offensive as well defensive operations. It can co-operate with French armies operating in the Moselle valleys, and was constructed to enable the stronghold to menace an enemy attempting to cross the Vosges Mountains. Epinal is the headquarters of an army corps, and in times of peace maintains there, six infantry battalions, and six batteries of artillery. Other important works of defence stretch from Giromangny southward to Montebeliard.

French engineers laboured to leave no gap in the Vosges, which are themselves no mean barrier. One of the peaks, the Ballon d'Alsace is 4,083 feet high, another, the Ballon de Severance, 3,900 feet. The heights of the Vosges bristle with French guns.

TOUL, the centre of the French defensive position, is an entrenched camp with covering forts at Frouard and Pont St. Vincent. It has a large permanent garrison—fourteen infantry battalions and six artillery batteries in times of peace. Toul has great strategic importance on the main route to Chalons-sur-Marne. All this part of France is at all times prepared for war. Nancy, which is unfortified, and which depends upon Toul for protection, has a garrison of twelve infantry battalions and twenty-four field batteries. Luneville always has sixteen squadrons of cavalry, and these with other squadrons at chains of outposts have long been ready at a moment's notice to dash toward the frontier, backed up by the fortresses and the armies they can send out or cover.

Belgium

(We give no details of the fortifications of Belgium, for obvious reasons).

CHAPTER X

The British Army

THE British Army, not so large as the armies of France, Germany or Russia, is distinguished for its compact efficiency. The unit is the Regiment, the fullest possible particulars of the personnel of which are to be found in the "Monthly Army List" published by the British Government, price 1s. 6d. This gives, month by month, a distribution list of Officers on the Active List of the Regular Army, the Royal Marines, Special Reserve, Territorial Force, Reserve of Officers, etc.

So many changes are being made daily in the stations of our army and its staff that anything like a serviceable account of such details is out of question. We give below, however, in the official order, a list of all the regiments in the army, together with a description of the regimental full dress uniform. The old and familiar regimental numbers are also given for the infantry regiments.

Cavalry

- 1st Life Guards.**—Uniform, scarlet. Facings, blue. Plume, white.
2nd Life Guards.—Uniform, scarlet. Facings, blue. Plume, white.
Royal Horse Guards (The Blues).—Uniform, blue. Facings, scarlet. Plume, red.
1st (King's) Dragoon Guards.—Uniform, scarlet. Facings, blue. Plume, red.
2nd Dragoon Guards (Queen's Bays).—Uniform, scarlet. Facings, buff. Plume, black.
3rd (Prince of Wales's) Dragoon Guards.—Uniform, scarlet. Facings, yellow. Plume, black and red.
4th (Royal Irish) Dragoon Guards.—Uniform, scarlet. Facings, blue. Plume, white.

- 5th (Princess Charlotte of Wales's) Dragoon Guards.**—Uniform, scarlet. Facings, dark green. Plume, red and white.
- 6th Dragoon Guards (Carabiniers).**—Uniform, blue. Facings, white. Plume, white.
- 7th (Princess Royal's) Dragoon Guards.**—Uniform, scarlet. Facings, black. Plume, black and white.
- 1st (Royal) Dragoons.**—Uniform, scarlet. Facings, blue. Plume, black.
- 2nd Dragoons (Royal Scots Greys).**—Uniform, scarlet. Facings, blue. Plume, white.
- 3rd (King's Own) Hussars.**—Uniform, blue. Collars, scarlet. Busby-bag, Garter blue. Plume, white.
- 4th (Queen's Own) Hussars.**—Uniform, blue. Busby-bag, yellow. Plume, scarlet.
- 5th (Royal Irish) Lancers.**—Uniform, blue. Facings, scarlet. Plume, green.
- 6th (Inniskilling) Dragoons.**—Uniform, scarlet. Facings, primrose. Plume, white.
- 7th (Queen's Own) Hussars.**—Uniform, blue. Busby-bag, scarlet. Plume, white.
- 8th (King's Royal Irish) Hussars.**—Uniform, blue. Busby-bag, scarlet. Plume, red and white.
- 9th (Queen's Royal) Lancers.**—Uniform, blue. Facings, scarlet. Plume, black and white.
- 10th (Prince of Wales's Own Royal) Hussars.**—Uniform, blue. Busby-bag, scarlet. Plume, black and white.
- 11th (Prince Albert's Own) Hussars.**—Uniform, blue. Overalls, crimson. Busby-bag, crimson. Plume, crimson and white.
- 12th (Prince of Wales's Royal) Lancers.**—Uniform, blue. Facings and Plume, scarlet.
- 13th Hussars.**—Uniform, blue. Collars, buff. Busby-bag, buff. Plume, white.
- 14th (King's) Hussars.**—Uniform, blue. Busby-bag, yellow. Plume, white.
- 15th (The King's) Hussars.**—Uniform, blue. Busby-bag and Plume, scarlet.
- 16th (The Queen's) Lancers.**—Uniform, scarlet. Facings, blue. Plume, black.
- 17th (Duke of Cambridge's Own) Lancers.**—Uniform, blue. Facings and Plume, white.
- 18th (Queen Mary's Own) Hussars.**—Uniform, blue. Busby-bag, blue. Plume, scarlet and white.

19th (Queen Alexandra's Own Royal) Hussars.—Uniform, blue. Busby-bag and Plume, white.

20th Hussars.—Uniform, blue. Busby-bag, crimson. Plume, yellow.

21st (Empress of India's) Lancers.—Uniform, blue. Facings, french grey. Plume, white.

Yeomanry

TERRITORIAL FORCE REGIMENTS OF YEOMANRY

Ayrshire (Earl of Carrick's Own).—Uniform, blue. Facings and Busby-bag, scarlet.

Bedfordshire.—Uniform, blue. Facings, white. Plume, black and white.

Berks.—Uniform, blue. Facings, scarlet.

Buckinghamshire (Royal Bucks Hussars).—Uniform, green. Facings and Busby-bag, scarlet. Plume, white.

Cheshire (Earl of Chester's).—Uniform, blue. Facings, scarlet. Busby-bag, white. Plume, red and white.

Denbighshire (Hussars).—Uniform, blue. Facings and Busby-bag, scarlet. Plume, white.

Derbyshire.—Uniform, blue. Facings, scarlet. Plume, red and white.

Royal 1st Devon.—Uniform, scarlet. Facings, blue. Plume, scarlet and white. Busby-bag, scarlet.

Royal North Devon (Hussars).—Uniform, blue. Facings and Busby-bag, scarlet. Plume, scarlet and white.

Dorset (Queen's Own).—Uniform, blue. Facings and Busby-bag, scarlet. Plume, white.

Essex.—Uniform, green. Facings, scarlet. Plume, scarlet.

Fife and Forfar.—Uniform, scarlet. Facings, blue.

Glamorgan.—Uniform, blue. Facings and Plume, white.

Gloucestershire (Royal Gloucestershire Hussars).—Uniform, blue. Facings, blue. Busby-bag, scarlet. Plume, scarlet and white.

Hampshire (Carabiniers).—Uniform, blue. Facings and Plume, white.

Herts.—Uniform, scarlet. Facings, white. Plume, black.

Royal East Kent (The Duke of Connaught's Own) (Mounted Rifles).—Uniform, rifle-green. Facings, scarlet. Plume, red and green.

West Kent (Queen's Own).—Uniform, blue. Facings and Busby-bag scarlet. Plume, red and white.

Lanarkshire.—Uniform, blue. Facings, scarlet.

Lanarkshire (Queen's Own Royal Glasgow and Lower Ward of Lanarkshire).—Uniform, dark blue. Facings, scarlet. Plume, black.

- Lancashire Hussars.**—Uniform, blue. Busby-bag, crimson. Plume, crimson and white.
- Duke of Lancaster's Own.**—Uniform, scarlet. Facings, blue. Plume, white.
- Leicestershire** ("Prince Albert's Own").—Uniform, blue. Facings, scarlet. Busby-bag, red. Plume, white.
- Lincolnshire.**—Uniform, green. Facings, white. Plume, green.
- City of London** (Rough Riders).—Uniform, blue grey. Facings, purple. Plume, light blue.
- 1st County of London** (Middlesex, Duke of Cambridge's Hussars).—Uniform, green. Facings, black. Busby-bag, scarlet. Plume, green and scarlet.
- 2nd County of London** (Westminster Dragoons).—Uniform, scarlet. Facings, purple. Plume, white.
- 3rd County of London** (Sharpshooters).—Uniform, green. Facings and Busby-bag, green. Plume, white.
- Lothians and Border Horse.**—Uniform, scarlet. Facings, blue. Plume, white.
- 1st Lovat's Scouts.**—Uniform, blue. Facings, blue.
- 2nd Lovat's Scouts.**—Uniform, blue. Facings, blue.
- Montgomeryshire.**—Uniform, scarlet. Facings, black. Plume, white.
- Norfolk** (The King's Own Royal Regiment).—Uniform, blue. Facings and plume, yellow.
- Northamptonshire.**—Uniform, blue. Facings, light blue. Plume, light blue and white.
- Northumberland** (Hussars).—Uniform blue. Busby-bag, scarlet. Plume, scarlet and white.
- Nottinghamshire** (Sherwood Rangers).—Uniform, green. Facings, green. Busby-bag, scarlet. Plume, green and white.
- Nottinghamshire** (South Nottinghamshire Hussars).—Uniform, blue. Busby-bag, scarlet. Plume, red and white.
- Oxfordshire** (Queen's Own Oxfordshire Hussars).—Uniform, dark blue. Facings and Busby-bag, mantua purple. Plume, mantua purple and white.
- Pembroke** (Castlemartin).—Uniform, blue. Facings, white.
- Scottish Horse.**—Uniform, atholl grey. Facings, yellow. Plume, black cock feathers.
- Shropshire.**—Uniform, blue. Facings, scarlet. Plume, red and white.
- North Somerset.**—Uniform, blue. Facings and Plume, white.
- West Somerset.**—Uniform, blue. Facings, scarlet. Busby-bag, red. Plume, white.
- Staffordshire** (Queen's Own Royal Regiment).—Uniform, blue. Facings and Busby-bag, scarlet. Plume, white.

Suffolk (The Duke of York's Own Loyal Suffolk Hussars).—Uniform, green. Facings and Busby-bag, scarlet. Plume, white.

Surrey (Queen Mary's Regiment).—Uniform, blue. Facings, blue.

Sussex.—Uniform, blue. Facings, yellow.

Warwickshire.—Uniform, dark blue. Facings, Busby-bag and Plume, white.

Westmorland and Cumberland.—Uniform, scarlet. Facings, white. Busby-bag, scarlet. Plume, red and white.

Royal Wiltshire (Prince of Wales's Own Regiment).—Uniform, blue. Facings, scarlet.

Worcestershire (The Queen's Own Worcestershire Hussars).—Uniform, blue. Facings, Busby-bag and Plume, scarlet.

Yorkshire Dragoons (Queen's Own).—Uniform, blue. Facings and Plume, white.

Yorkshire Hussars (Alexandra, Princess of Wales's Own).—Uniform, blue. Busby-bag, scarlet. Plume, black and scarlet.

East Riding of Yorkshire.—Uniform, maroon. Facings, light blue. Plume, light blue and white.

Royal Regiment of Artillery.—Uniform, blue. Facings, scarlet. Busby-bag, scarlet. Plume, white.

Royal Malta Artillery.—Uniform, blue. Facings, scarlet.

Corps of Royal Engineers.—Uniform, scarlet. Facings, blue.

Foot Guards

Grenadier Guards.—Uniform, scarlet. Facings, blue.

Infantry

The Royal Scots (Lothian Regiment)—(1st Foot).—Uniform, scarlet. Facings, blue. The 4th and 5th battalions are known as the Queen's Edinburgh Rifles.

The Queen's (Royal West Surrey Regiment)—(2nd Foot).—Uniform, scarlet. Facings, blue.

The Buffs (East Kent Regiment)—(3rd Foot).—Uniform, scarlet. Facings, buff. The 5th battalion is known as the "Weald of Kent" battalion.

The King's Own (Royal Lancaster Regiment)—(4th Foot).—Uniform, scarlet. Facings, blue.

The Northumberland Fusiliers—(5th Foot).—Uniform, scarlet. Facings, gosling green.

The Royal Warwickshire Regiment (6th Foot).—Uniform, scarlet. Facings, blue.

- The Royal Fusiliers (City of London Regiment)—(7th Foot).**—Uniform, scarlet. Facings, blue.
- The King's (Liverpool Regiment)—(8th Foot).**—Uniform, scarlet. Facings, blue.
- The Norfolk Regiment—(9th Foot).**—Uniform, scarlet. Facings, yellow.
- The Lincolnshire Regiment—(10th Foot).**—Uniform, scarlet. Facings, white.
- The Devonshire Regiment—(11th Foot).**—Uniform, scarlet. Facings, lincoln green.
- The Suffolk Regiment—(12th Foot).**—Uniform, scarlet. Facings, yellow.
- Prince Albert's (Somerset Light Infantry)—(13th Foot).**—Uniform, scarlet. Facings, blue.
- The Prince of Wales's Own (West Yorkshire Regiment)—(14th Foot).**—Uniform, scarlet. Facings, buff.
- The East Yorkshire Regiment—(15th Foot).**—Uniform, scarlet. Facings, white. The 7th and 8th battalions are known as the "Leeds Rifles."
- The Bedfordshire Regiment—(16th Foot).**—Uniform, scarlet. Facings, white.
- The Leicestershire Regiment—(17th Foot).**—Uniform, scarlet. Facings, white.
- The Royal Irish Regiment—(18th Foot).**—Uniform, scarlet. Facings, blue.
- Alexandra, Princess of Wales's Own (Yorkshire Regiment)—(19th Foot.)** Uniform, scarlet. Facings, grass green.
- The Lancashire Fusiliers—(20th Foot).**—Uniform, scarlet. Facings, white.
- The Royal Scots Fusiliers—(21st Foot).**—Uniform, scarlet. Facings, blue.
- The Cheshire Regiment—(22nd Foot).**—Uniform, scarlet. Facings, buff.
- The Royal Welsh Fusiliers—(23rd Foot).**—Uniform, scarlet. Facings, blue. The 4th is the Flintshire battalion ; and the 5th the Denbighshire.
- The South Wales Borderers—(24th Foot).**—Uniform, scarlet. Facings, grass green. The 7th is the Merioneth and Montgomery battalion.
- The King's Own Scottish Borderers—(25th Foot).**—Uniform, scarlet. Facings, blue.
- The Cameronians (Scottish Rifles)—(26th and 90th Foot).**—Uniform, green. Facings, dark green.
- The Royal Inniskilling Fusiliers—(27th and 108th Foot).**—Uniform, scarlet. Facings, blue.
- The Gloucestershire Regiment—(28th and 61st Foot).**—Uniform, scarlet. Facings, white.
- The Worcestershire Regiment—(29th and 36th Foot).**—Uniform, scarlet. Facings, white.

- The East Lancashire Regiment—(30th and 59th Foot).—**Uniform, scarlet. Facings, white.
- The East Surrey Regiment—(31st and 70th Foot).—**Uniform, scarlet. Facings, white.
- The Duke of Cornwall's Light Infantry—(32nd and 46th Foot).—**Uniform, scarlet. Facings, white.
- The Duke of Wellington's (West Riding Regiment)—(33rd and 76th Foot).—**Uniform, scarlet. Facings, scarlet.
- The Border Regiment—(34th and 55th Foot).—**Uniform, scarlet. Facings, yellow.
- The Royal Sussex Regiment—(35th and 107th Foot).—**Uniform, scarlet. Facings, blue.
- The Hampshire Regiment—(37th and 67th Foot).—**Uniform, scarlet. Facings, yellow.
- The South Staffordshire Regiment—(38th and 80th Foot).—**Uniform, scarlet. Facings, white.
- The Dorsetshire Regiment—(39th and 54th Foot).—**Uniform, scarlet. Facings, grass green.
- The Prince of Wales's Volunteers (South Lancashire Regiment)—(40th and 87th Foot).—**Uniform, scarlet. Facings, white.
- The Welsh Regiment—(41st and 69th Foot).—**Uniform, scarlet. Facings, white.
- The Black Watch (Royal Highlanders)—(42nd and 73rd Foot).—**Uniform, scarlet. Facings, blue.
- The Oxfordshire and Buckinghamshire Light Infantry—(43rd and 52nd Foot).—**Uniform, scarlet. Facings, white.
- The Essex Regiment—(44th and 56th Foot).—**Uniform, scarlet. Facings, white.
- The Sherwood Foresters (Nottinghamshire and Derbyshire Regiment)—(45th and 95th Foot).—**Uniform, scarlet. Facings, Lincoln green.
- The Loyal North Lancashire Regiment—(47th and 91st Foot).—**Uniform, scarlet. Facings, white.
- The Northamptonshire Regiment—(48th and 58th Foot).—**Uniform, scarlet. Facings, white.
- Princess Charlotte of Wales's (Royal Berkshire Regiment)—(49th and 66th Foot).—**Uniform, scarlet. Facings, blue.
- The Queen's Own (Royal West Kent Regiment)—(50th and 97th Foot).—**Uniform, scarlet. Facings, blue.
- The King's Own (Yorkshire Light Infantry)—(51st and 105th Foot).—**Uniform, scarlet. Facings, blue.

The King's (Shropshire Light Infantry)—(53rd and 85th Foot).—Uniform, scarlet. Facings, blue.

The Duke of Cambridge's Own (Middlesex Regiment)—(57th and 77th Foot).—Uniform, scarlet. Facings, lemon yellow.

The King's Royal Rifle Corps—(60th Foot).—Uniform, green. Facings, scarlet.

The Duke of Edinburgh's (Wiltshire Regiment)—(62nd and 99th Foot).—Uniform, scarlet. Facings, buff.

The Manchester Regiment—(63rd and 96th Foot).—Uniform, scarlet. Facings, white.

The Prince of Wales's (North Staffordshire Regiment)—(67th and 98th Foot).—Uniform, scarlet. Facings, white.

The York and Lancaster Regiment—(65th and 84th Foot).—Uniform, scarlet. Facings, white.

The Durham Light Infantry—(68th and 106th Foot).—Uniform, scarlet. Facings, dark green.

The Highland Light Infantry—(71st and 74th Foot).—Uniform, scarlet. Facings, buff.

Seaforth Highlanders (Ross-shire Buffs The Duke of Albany's)—(72nd and 78th Foot).—Uniform, scarlet. Facings, buff.

The Gordon Highlanders—(75th and 92nd Foot).—Uniform, scarlet. Facings, yellow.

The Queen's Own Cameron Highlanders—(79th Foot).—Uniform, scarlet. Facings, blue.

The Royal Irish Rifles—(83rd and 86th Foot).—Uniform, green. Facings, dark green.

Princess Victoria's (Royal Irish Fusiliers)—(87th and 89th Foot).—Uniform, scarlet. Facings, blue.

The Connaught Rangers—(88th and 94th Foot).—Uniform, scarlet. Facings, green.

Princess Louise's (Argyll and Sutherland Highlanders)—(91st and 93rd Foot).—Uniform, scarlet. Facings, yellow.

The Prince of Wales's Leinster Regiment (Royal Canadians)—(100th and 109th Foot).—Uniform, scarlet. Facings, blue.

The Royal Munster Fusiliers—(101st and 104th Foot).—Uniform, scarlet. Facings, blue.

The Royal Dublin Fusiliers—(102nd and 103rd Foot).—Uniform, scarlet. Facings, blue.

The Rifle Brigade (The Prince Consort's Own).—Uniform, green. Facings, black.

V.C. Heroes in the War

Amongst the gallant men who are participating in the war are many who have already earned that highest of all honours—the Victoria Cross.

This is awarded for conspicuous bravery on the field of battle, and was instituted during the Crimean War. Amongst those who won this distinction in the South African War and subsequent campaigns, who are now living are:—

- BABTIE, Surg.-Gen. Wm., C.B., C.M.G., South Africa.
 BEES, Priv. W. (Derby Regiment), South Africa.
 BEET, Sergt. H. (Derby Regiment), South Africa.
 BELL, Lt. F. W. (W. Australia), South Africa.
 BISDEE, Capt. J. H. (Tasmania), South Africa.
 BRADLEY, Driver F. G. (R.F.A.), South Africa.
 CARTER, Capt. Herbt. Augustine, I.A., Somaliland.
 CLEMENTS, Corpl. J. J. (Rimington's Guides), South Africa.
 COBBE, Col. A. S., D.S.O., A.D.C. (King's African Regiment), Somali.
 CONGREVE, Col. W. N., C.B., M.V.O. (Rif. Br.), South Africa.
 CRANDON, Pte. H. G. (18th Hrs.), South Africa.
 CREAN, Capt. T. J. (Imp. Lt. Horse), South Africa.
 CURTIS, Sergt. A. E. (E. Surrey Regt.), South Africa.
 DAVIES, Capt. L. A. E. Price, D.S.O. (K.R.R.C.), South Africa.
 DOUGLAS, Maj. H. E. M., D.S.O., R.A.M.C., South Africa.
 DOXAT, Lt. Alexis C., South Africa.
 DURRANT, L.-Corp. E. (Rifle Brig.), South Africa.
 ENGLEHEART, Sergt. H. (10th Hrs.), South Africa.
 ENGLISH, Lt. W. John (A.S.C.), South Africa.
 FARMER, Cr.-St. Donald (Camn. Highrs.), South Africa.
 FIRTH, Sergt. James (W. Riding Regiment), South Africa.
 FITZCLARENCE, Col. C. (Irish Guards), South Africa.
 GLASOCK, Driver H. H. (R.H.A.), South Africa.
 GORDON, Lt.-Col. W. E. (Gord. Highrs.), South Africa.
 GOUGH, Br.-Gen. J. E., C.M.G. (Rif. Brig.), Somaliland.
 GRANT, Capt. John Duncan, I.A., Tibet.
 GUY, Lieut. Basil John Douglas, R.N., China.
 HALLIDAY, Maj. Lewis S. Tollemache, C.B., R.M.L.I., China.
 HAMPTON, Sergt. H. (Liverpool Regiment), South Africa.
 HARDHAM, Lieut. W. J. (N.Z.), South Africa.
 HEATON, Corpl. Wm. (Liverpool Regiment), South Africa.
 HOLLAND, Maj. E. (R. Canadian Dns.), South Africa.
 HORNBY, Col. E. J. Phipps, C.B., R.A., South Africa.
 HOWSE, Maj. N. R. (N.S.W. Med. Staff), South Africa.
 HUTCHINSON, Col. E. D. Brown-Synge (14th Hrs.), South Africa.

- IND, Corpl., Shoe-Smith A. E., R.H.A., South Africa.
INKSON, Maj. Edgar Thos., R.A.M.C., South Africa.
JOHNSTONE, Capt. R. (Imp. Light Horse), South Africa.
JONES, Capt. C. Mansel- (W. York Regiment), South Africa.
KIRBY, Lt. Frank H., R.E., South Africa.
KNIGHT, Sergt. H. J. (Liverpool Regiment), South Africa.
LAWRENCE, Lt. T. (17th Lrs., now 18th Hrs.), South Africa.
LEAKE, Surg.-Capt. A. Martin- (S. A. Const.), South Africa.
LODGE, Bombadier Isaac, R.H.A., South Africa.
MACKAY, Capt. Jno. (A. & S. Highrs.), South Africa.
MACKENZIE, Capt. John (R. Scots.), Ashanti.
MARTINEAU, Sergt. H. R. (Protect. Regiment), South Africa.
MASTERSON, Maj. John E. I. (R. Lanes. Regiment), South Africa.
MAXWELL, Lt.-Col. F. A., C.S.I., D.S.O., I.A., South Africa.
MAYGAR, Capt. L. C. (Australian L. H.), South Africa.
MELLISS, Maj.-Gen. Chas. John, C.B., Ashanti.
MILBANKE, Maj. Sir J. P., Bt. (10th Hrs.), South Africa.
MULLINS, Maj. C. H., C.M.G. (Imp. L. H.), South Africa.
NICKERSON, Maj. Wm. Hy. S., R.A.M.C., South Africa.
NORWOOD, Capt. John (5th D. G.), South Africa.
NURSE, Sergt. G. E., R.A., South Africa.
PARKER, Sergt. Charles (R.H.A.), South Africa.
PITTS, Lance-Corporal J. (Manch. Regiment), South Africa.
RAMSDEN, Lieut. H. E. (Protect. Regiment), South Africa.
RAVENHILL, Pte. George (R. Scots Fus.), South Africa.
REED, Maj. Hamilton Lyster, R.A., South Africa.
RICHARDSON, Sergt. A. H. L. (Strathcona's), South Africa.
ROBERTSON, Capt. William (Gord. Highrs.), South Africa.
ROGERS, Lieut. James (S. A. Constab.), South Africa.
SCHOFIELD, Maj. H. N., R.A., South Africa.
SCOTT, Lance-Corporal R. (Manch. Regiment), South Africa.
SHAUL, Sergt. J. (High L. I.), South Africa.
SMITH, Lt. Clement L. (Somal. M. I.), Somaliland.
TOWSE, Capt. E. B. (Gord. Highrs.), South Africa.
TRAYNOR, Sergt. W. B. (W. Yorks Regiment), South Africa.
TURNER, Lt.-Col. R. E. W., D.S.O. (R. Can. Dns.), South Africa.
WALKER, Col. William George, I.A., Somaliland.
WARD, Private C. (Yorksh. L. I.), South Africa.
WRIGHT, Capt. W. D. (R. W. Surrey Regiment), Sokoto.
WYLLY, Capt. Guy G. E. (Tasmania), South Africa.
YOUNG, Sergt.-Maj. Alexr. (Cape Police), South Africa.

CHAPTER XI

Types of the British Navy

THE British Navy at the time of the declaration of war consisted of 782 ships of all classes. Of these 29 were dreadnoughts, 40 battleships, 126 armoured and protected cruisers, 237 torpedo craft, 191 torpedo-boat destroyers, 64 submarines, and 13 miscellaneous. Full particulars of all these vessels is to be found in the official *Navy List*, published by the authority of the Admiralty. We give below details of the typical vessels of the various classes :

Dreadnoughts

Name.	Length (feet).	Beam (feet).	Tonnage.	Horse Power.	Speed (knots).	Comple- ment.
Queen Elizabeth Class (5 ships)	620	92	27,500	28,000	25	900
Iron Duke Class (5 ships) ..	580	90	25,000	29,000	22·5	900
King George V. Class (5 ships)	555	89	23,600	31,000	21	900
Orion Class (4 ships)	545	88½	22,500	27,000	21	800
Colossus Class (3 ships)	510	86	20,000	25,000	21	800
St. Vincent Class (3 ships) ..	500	84	19,250	24,500	21	724
Bellerophon Class (4 ships) ..	490	82	18,600	23,000	21	870

Battleships

Lord Nelson Class (2 ships) ..	420	79	16,500	20,000	18	747
King Edward VII. Class (8 ships)	453	78	16,350	18,000	18	780
Swiftsure Class (2 ships) ..	450	71	11,800	12,500	20	700
Formidable Class (8 ships) ..	420	75	15,000	15,000	18	760
Duncan Class (5 ships)	425	75	14,000	18,000	19	750
Canopus Class (6 ships)	420	74	12,950	13,500	18	700
Majestic Class (9 ships)	412	75	14,900	12,000	17	750

Battle Cruisers

Name.		Length (feet).	Beam (feet).	Tonnage.	Horse Power.	Speed (knots).	Comple- ment.
Queen Mary Class (2 ships)	..	670	88	27,000	78,700	31	1,000
Lion Class (2 ships)	.. ..	660	88	26,350	70,000	31	980
Australian Class (2 ships)	..	567	82	{ 19,200 18,800 }	44,000	26	780
Invincible Class (4 ships)	..	530	78·6	17,250	41,000	25	750
Minotaur Class (3 ships)	..	520	72	14,600	27,000	23	755
Duke of Edinburgh Class (6 ships)	.. ..	480	73½	13,550	23,500	23	720

Cruisers

Devonshire Class (6 ships)	..	460	68½	11,000	21,000	22½	650
Monmouth Class (9 ships)	..	450	66	9,800	22,000	23	537
Drake Class (4 ships)	.. ..	520	71	14,100	30,000	23	900
Cressy Class (6 ships)	.. ..	470	69½	12,000	21,000	21	750
Terrible Class (1 ship)	.. ..	520	71	14,400	25,000	22	840
Diadem Class (7 ships)	.. ..	460	69	11,000	10,000	21	680
Edgar Class (9 ships)	.. ..	360	60	7,350	12,000	19	550
Challenger Class (1 ship)	..	355	56	5,800	12,500	21	475
Highflyer Class (3 ships)	..	350	54	5,600	10,000	20	430
Arrogant Class (2 ships)	..	320	58	5,750	10,000	19	420
Talbot Class (9 ships)	.. ..	370	54	5,600	9,600	19·5	440
Astræa Class (8 ships)	.. ..	320	49½	4,360	9,000	19·5	320
Apollo Class (8 ships)	.. ..	300	44	3,500	9,000	20	275
Sentinel Class (8 ships)	.. ..	370	38	2,700	16,500	25	268
Topaze Class (4 ships)	.. ..	360	40	3,000	9,800	23	300
Calliope Class (8 ships)	.. ..	—	—	3,740	40,000	30	—
Arethusa Class (8 ships)	.. ..	410	39	3,600	30,000	30	280
Chatham Class (6 ships)	..	430	48½	5,400	26,500	25	380
Bristol Class (5 ships)	.. ..	430	47	4,800	24,500	27	375
Weymouth Class (4 ships)	..	430	48½	5,250	23,500	25	380
Colonial (3 ships)	.. ..	460	48½	5,400	25,000	25·5	350
Boadicea Class (7 ships)	..	385	41	3,440	20,000	26	320

Merchant Cruisers

The following is a list of vessels, mostly classed in the popular mind as "Atlantic Liners," which have been taken over by the Admiralty and converted into auxiliary cruisers. These are all vessels, the owners of which receive a substantial mail subsidy in times of peace :

Name.	Tonnage.	H.P.	Knots.
Ascania	9,110	4,600	—
Alaunia	13,400	7,500	14½
Andania	13,400	7,500	14½
Aquitania	47,000	60,000	23
Ausonia	7,900	4,400	—
Brescia	3,230	1,800	—
Campania	12,950	30,000	22
Caria	3,030	1,800	—
Carmania	19,520	21,000	18
Caronia	19,680	21,000	18
Carpathia	13,600	8,000	15
Cypria	2,940	1,800	16
Franconia	18,140	13,500	16
Ivernia	14,270	10,000	16
Laconia	18,090	13,500	16
Lusitania	31,550	67,000	26
Lycia	2,710	1,150	—
Mauretania	31,930	67,000	26
Pannonia	9,850	4,500	—
Pavia	2,940	1,800	—
Phrygia	3,350	1,600	—
Saxonia	14,270	10,000	16
Thracia	2,890	1,100	—
Tyria	2,930	1,800	—
Ultonia	10,400	4,700	—
Veria	3,220	1,800	—

CHAPTER XII

The German Army

THE Army of the German Empire is a most elaborate organization, of which the Emperor William is denoted as General-in-Chief. Under him is an Imperial Military Staff and a Military Cabinet, a considerable number of Aides-de-Camp and Generals, and other Officers attached to His Majesty's suite.

In the Army proper the command is centred in Field-Marschals-General, of whom Prince Albert of Prussia is nominally head. There is a Quartermaster-General and his staff with heads of sections, eight in all, covering the various parts of the Empire. There is also a surveying and map making staff, charged with the collection of information relating to topography of countries through which the German Army is likely to march. There is also a commandant superintendent of military marching.

An elaborate system of army inspection is in force. There is an Inspector-General for the 1st, 2nd, 9th, 10th, and 17th Army Corps, which centres in Berlin, and other Inspectors for Army Corps for the Kingdoms or States of Saxony, Hanover, Bavaria and Carlsruhe.

The system is divided into nineteen Army Corps, mostly associated with territorial districts, as follows :—

Corps	District	Headquarters
I.	East Prussia	Konigsberg
II.	Pomerania	Stettin
III.	Brandebourg	Berlin
IV.	Saxony	Magdebourg
V.	Posen and Liegnitz	Posen
VI.	Breslau and Oppeln	Breslau
VII.	Westphalia	Munster
VIII.	Prussia, Prussian Rhineland	Coblence

Corps	District	Headquarters
IX.	Schleswig-Holstein	Altona
X.	Hanover	Hanover
XI.	Cassel	Cassel
XII.	Bautzen	Dresden
XIII.	Wurtemberg	Stuttgart
XIV.	Baden and Upper Alsace	Carlsruhe
XV.	Lower Alsace	Strasbourg
XVI.	Lorraine	Metz
XVII.	Western Prussia	Dantzig
XVIII.	Wiesbaden and Hesse	Frankfort
XIX.	Chemnitz	

The Bavarian Army is a separate organization. As readers will remember, it was mobilized by a declaration on the authority of the King of Bavaria. It consists of three Army Corps, the headquarters of which are at Munich, Wurtzburg, and Nuremberg.

In the German War Office there are separate departments devoted to organization of cavalry, the principal headquarters of which are at Königsberg, Stettin, Münster, and Sarrebruck.

Specialization in the German Army is carried out to an extreme degree. There are organizations in charge of the pitching of camps, the method of foot marching, defence of fortresses, general military engineering, light cavalry, heavy cavalry, railway works, and even a special corps of undertakers, members of which accompany the Army in the field.

The principal commandants in the German Army are stationed at :—

Altona	Berlin
Bitsch	Bozen
Breslau	Carlsruhe
Coblenz and Ehrenbreitstein	Cologne
Custrin	Cuxhaven
Dantzig	Darmstadt
Dresden	Frankfort
Friedrichsort	Geestemünde
Germersheim	Glatz
Glogau	Graudenz
Heligoland	Ingolstadt

Kiel	Konigsberg
Magdebourg	Mayence
Metz	Munich
Neuf-Brisac	Pillau
Posen	Potsdam
Schwerin	Spandau
Strasbourg	Stuttgart
Svinemunde	Thionville
Thorn	Ulm
Wesel	Wilhelmshaven

There are testing grounds for shooting at Thorn and Wahn.

In a German Army Corps there are 40,000 men, 14,000 horses, and 2,400 vehicles.

A great number of men are employed with teams with the commissariat and in other ways; so that the total and exact fighting strength of a German Army Corps is as follows :—

25,000 Infantry, 1,200 Cavalry, and 126 Guns.

Germany has about nineteen classifications of air-ships, both rigid and non-rigid. The rigid air-ship varies in displacement from $17\frac{1}{2}$ to 30 tons; in horsepower from 450 to 720; in cruising or endurance capacity at full speed, from 10 to 30 hours; and in nominal speed from 10 to 30 miles an hour. The non-rigid air-ships are all of less capacity. The usual stations of the German air-fleet are Hamburg, Dresden, Leipzig, Konigsberg, Metz, Cologne, Friedrichshaven, Trèves, Posen and Potsdam.

CHAPTER XIII

The German Navy

THE organization of the German Navy is, on paper, as thorough as that of the German Army. The Admiral-in-Chief is the Emperor William II. and under him there is a cabinet of naval affairs with chiefs of sections and a General of the service department.

There is an Inspector-General of naval affairs, who headquarters at Kiel; which is the principal naval station in the Baltic Sea. Sub-divisions are branches which deal with the Staff of the men-of-war, the crews, and many subsidiary departments of a well-organized Navy.

The principal German Naval Station of the North Sea is Wilhelmshaven, with a similar organization to that of Kiel. There is also naval bases at:—

Cuxhaven

Friedrichsort

Geestemunde

Heligoland

The German Navy is divided into squadrons, the first squadron being nominally in charge of Prince Henry of Prussia, who holds the rank of Vice-Admiral and Chief of the Staff. Supporting the squadrons of Dreadnoughts are squadrons of Cruisers.

Full details of the ships of the German Navy cannot naturally be given on account of the official secrecy that has been observed during the past few years. It is known, however, that the German Navy

comprises at least 320 ships of all classes, the principal classification being :

Dreadnoughts	...	...	17
Battleships	...	...	19
Cruisers (armoured and protected)	54		
Torpedo craft...	...	...	80
Destroyers	...	...	123
Submarines	...	...	23
Miscellaneous...	...	...	4
Total			320

TYPES OF THE GERMAN NAVY

Battleships

Braunschweig (1904).—12,990 tons. Length, 398 ft. Beam, 73½ ft. Draught, 24½ ft. I.H.P., 16,000. Speed, 18 knots. Armament: Four 11 in., 14 6·7 in., 18 3·4 in., four machine guns, six torpedo tubes. Crew, 660.

Deutschland (1906).—13,040 tons. Length, 399 ft. Beam, 73 ft. Draught 24½ ft. I.H.P., 16,939. Speed, 18·5 knots. Armament: Four 11 in., 14 6·7 in., 22 3·4 in., four 1·4 in., four machine guns, six torpedo tubes. Crew, 730.

Kaiser (1912).—24,300 tons. Length, 564 ft. Beam, 95 ft. Draught, 27½ ft. I.H.P., 28,000. Speed, 21 knots. Armament: Ten 12 in., 14 5·9 in., 12 3·4 in., five torpedo tubes. Crew, 1,070.

Heligoland (1911).—22,500 tons. Length, 546 ft. Beam, 93 ft. Draught, 26½ ft. I.H.P., 28,000. Speed, 20·5 knots. Armament: Twelve 12 in., 14 5·9 in., 14 3·4 in., four light guns, six torpedo tubes. Crew, 1,106.

Nassau (1909).—18,600 tons. Length, 452 ft. Beam, 89 ft. Draught, 26½ ft. I.H.P., 25,800. Speed, 20·6 knots. Armament: Twelve 11 in., 12 5·9 in., 16 3·4 in., four light guns, six torpedo tubes. Crew, 960.

Wittelsbach (1900).—11,600 tons. Length, 394 ft. Beam, 68 ft. Draught, 25 ft. I.H.P., 14,000. Speed, 18 knots. Armament: Four 9·4 in., 18 5·9 in., 12 3·4 in., 12 1·4 in., eight machine guns, six torpedo tubes. Crew, 710.

Battle Cruisers

Moltke (1911).—22,600. Length, 610 ft. Beam, 96 ft. Draught, 27 ft. I.H.P., 86,900. Speed, 28·4 knots. Armament: Ten 11 in., 12 5·9 in., 12 3·4 in., four torpedo tubes. Crew, 1,015.

Seydlitz (1913).—24,600 tons. Length, 656 ft. Beam, 93½ ft. Draught, 27 ft. I.H.P., 65,000. Speed, 26 knots. Armament: Ten 11 in., 12 5·9 in., 12 3·4 in., four torpedo tubes. Crew, 1,110.

Von der Tann (1911).—18,700 tons. Length, 561 ft. Beam, 87 ft. Draught, 26½ ft. I.H.P., 71,500. Speed, 27·6 knots. Armament: Eight 11 in., 10 5·9 in., 16 3·4 in., four torpedo tubes. Crew, 910.

Armoured Cruisers

Blücher (1910).—15,500 tons. Length 500 ft. Beam, 80 ft. Draught, 26·2 ft. I.H.P., 40,000. Speed, 25·3 knots. Armament: Twelve 8·2 in., eight 5·9 in., 16 3·4 in., four torpedo tubes. Crew, 888.

Prinz Heinrich (1902).—8,759 tons. Length, 396 ft. Beam, 25 ft. I.H.P., 15,000. Speed, 20 knots. Armament: Two 9·4 in., 10 5·9 in., 10 3·4 in., 10 1·4 in., four machine guns, four torpedo tubes. Crew, 525.

Roon (1905).—9,350 tons. Length, 403 ft. Beam, 65½ ft. Draught, 24 ft. I.H.P., 20,600. Speed, 21 knots. Armament; Four 8·2 in., 10 5·9 in., 16 3·4 in., 10 1·4 in., four machine guns, four torpedo tubes. Crew, 616.

Scharnhorst (1908).—11,400 tons. Length 450 ft. Beam, 71 ft. Draught, 24½ ft. I.H.P., 27,700. Speed, 22·5 knots. Armament: Eight 8·2 in., six 5·9 in., 30 3·4 in., 14 smaller, four torpedo tubes. Crew, 764.

Third-class Cruisers

Breslau (1912).—4,500 tons. Length, 446 ft. Beam, 44½ ft. Draught, 16½ ft. I.H.P., 33,400. Speed, 27·5 knots. Armament: Twelve 4·1 in., two machine guns, two torpedo tubes. Crew, 373.

Danzig (1907).—3,200 tons. Length, 341 ft. Beam, 43½ ft. Draught, 16½ ft. I.H.P., 10,000. Speed, 23 knots. Armament: Ten 4·1 in., 14 machine guns, two torpedo tubes. Crew, 286.

Dresden (1908).—3,544 tons. Length, 364 ft. Beam, 44 ft. I.H.P., 15,000. Speed, 27 knots. Armament: Twelve 4·1 in., four 2·1 in., four machine guns, two torpedo tubes. Crew, 361.

Kolberg (1910).—4,232 tons. Length, 388 ft. Beam, 46 ft. Draught, 16½ ft. I.H.P., 20,000. Speed, 25 knots. Armament: Twelve 4·1 in., four 2·1 in., four machine guns, two torpedo tubes. Crew, 360.

Koenigsberg (1907).—3,350 tons. Length, 354 ft. Beam, 43½ ft. Draught 16 ft. I.H.P., 13,200. Speed, 23·5 knots. Armament: Ten 4·1 in., eight 2·1 in., four machine guns, two torpedo tubes. Crew, 295.

Leipzig (1906).—3,200 tons. Length, 341 ft. Beam, 43½ ft. Draught, 16½ ft. I.H.P., 11,000. Speed, 23 knots. Armament: Ten 4·1 in., 14 machine guns, two torpedo tubes. Crew, 286.

Stettin (1907).—3,396 tons. Length, 354½ ft. Beam, 43¼ ft. Draught, 15¾ ft. I.H.P., 13,200. Speed, 23·5 knots. Armament: Ten 4·1 in., eight 2·1 in., four machine guns, two torpedo tubes. Crew, 322.

Second-class Cruisers

Freya (1898).—5,569 tons. Length, 344½ ft. Beam, 57 ft. Draught, 20¾ ft. I.H.P., 10,000. Speed, 19·5 knots. Armament: Two 8·2 in., six 5·9 in., 14 3·4 in., four machine guns, three torpedo tubes. Crew, 465.

Hertha (1898).—5,569 tons. Length, 344½ ft. Beam, 57 ft. Draught, 21¾ ft. I.H.P., 10,000. Speed, 19·5 knots. Armament: Two 8·2 in., six 5·9 in., 14 3·4 in., four machine guns, three torpedo tubes.

Kaiserin Augusta (1896).—5,950 tons. Length, 387 ft. Beam, 52½ ft. Draught, 23 ft. I.H.P., 14,000. Speed, 21 knots. Armament: Twelve 5·9 in., eight 3·4 in., four machine guns, three torpedo tubes. Crew, 439.

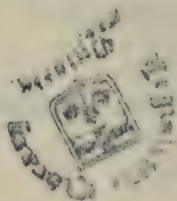
Mine Layers, etc.

Albatross (1907).—2,100 tons. Length, 305 ft. Beam, 39 ft. Draught, 13 ft. I.H.P., 6,400. Speed, 20 knots. Armament: Eight 3·4 in. Crew, 201.

Pelikan (1890).—2,323 tons. Length, 259 ft. Beam, 39·4 ft. Draught, 14·7 ft. I.H.P., 2,959. Speed, 15 knots. Armament: Four 3·4 in., four machine guns.

Hela.—Mineship (1895). 2,000 tons. Length, 328 ft. Beam, 36 ft. Draught, 14¾ ft. Speed, 20·5 knots. I.H.P., 5,900. Armament: Four 3·4 in., six 4-pdr., two machine guns, three torpedo tubes. Crew, 187.

Vulkan.—Submarine salvage ship. (1907). Length, 229 ft. Beam, 75 ft. Speed, 11 knots.



CHAPTER XIV

The French, Russian and Austrian Armies

The French Army

THE organization of the French Army is in the hands of the French War Office, which during the past two years has worked in the closest possible touch with the British War Office. The executive is in the hands of Generals commanding Army Corps and known disposition of which at the opening of the war was as follows :—

Corps	District	Headquarters
1	Northern ...	Lille
2	Aisne ...	Amiens
3	Eure ...	Rouen
4	Eure and Loire ...	Leillans
5	Loiret ...	Orleans
6	Ardennes ...	Rheims
7	Ain ...	Besançon
8	Cher ...	Dijon
9	Maine ...	Tours
10	Côtes-du-Nord ...	Baudot
11	Finistère ...	Nantes
12	Charente ...	Limoges
13	Allier ...	Clermont-Ferrand
14	Hautes-Alpes ...	Lyons
15	Basses-Alpes ...	Marseilles
16	Aude ...	Montpellier
17	Ariège ...	Toulouse
18	Charente-Inférieure ...	Bordeaux
19	Algeria ...	Algiers
20	Aube ...	Nancy

There is also an Army Division in occupation of Tunis, and an army corps specially organized for service in the French Colonies, with three dépôts.

The Russian Army

The Russian Army organization is elaborate and extensive, comprising some 7,000,000 men drawn from millions of square miles of territory. The Commander-in-Chief of the Army is the Emperor Nicholas II., who has a large military suite of skilled advisers. There is also a General Staff, the members of which are responsible for the due organization of various sections and departments. There is a special department for the Conscription Service.

The disposition of the Russian military forces is by districts rather than corps. According to the latest available information the organization, on a war-footing, was as follows :—

District				Personnel	
Caucasus	...	...	...	2	Army Corps
Finland	...	...	...	2	Brigades
Kazan	...	...	...	7	Brigades
Kiev	...	...	...	3	Army Corps
Kuantoung	...	...	...	1	Brigade
Moscow	...	...	...	2	Army Corps
Odessa	...	...	...	2	Army Corps
St. Petersburg	...	...	...	2	Army Corps
Siberia	...	...	...	2	Brigades
Turkestan	...	...	...	2	Army Corps
Varsovia	...	...	...	5	Army Corps
Vilna	...	...	...	6	Army Corps

The headquarters of the 21 Army Corps of the Russian forces are :—

1	St. Petersburg	...	11	Rovno
2	Grodno	...	12	Vinniza
3	Vilna	...	13	Smolensk ¹
4	Minsk	...	14	Lublin
5	Varsovia	...	15	Varsovia
6	Varsovia	...	16	Vitebsk
7	Simféropol	...	17	Moscow
8	Odessa	...	18	Dorpat
9	Kiev	...	19	Brest-Sitovsk
10	Kharkow	...	20	Riga
		21	Kiev	

Russia has also a number of irregular corps of Cossack regiments with headquarters based on Amour, Astrakan, Caucasus, Kouban, Orenburg, Ossouri, Oural, Sémirietchensk, Siberia, Térék, and Transbaicalia.

The Austrian Army

The Austrian Army is under the nominal chief control of the Emperor Francis Joseph, who keeps in touch with military affairs by means of a personal suite and staff of aides-de-camp. There is also a military cabinet, the members of which represent the different branches of the service.

Of the organizing staff proper there are Inspectors-General and Divisional Commanders-in-Chief to the number of fifteen in times of peace. The known disposition of the Austrian Army Corps is as follows:—

Corps	District	Headquarters
1	West Galicia ...	Cracovie
2	Lower Austria ...	Vienna
3	Styria and the Coast	Gratz
4	Central Hungary ...	Budapest
5	Western Hungary ...	Presburg
6	N.E. Hungary ...	Kaschau
7	East Hungary ...	Temesvar
8	S.W. Bohemia ...	Prague
9	N.E. Bohemia ...	Josefstadt
10	Central Galicia ...	Pryemsl
11	East Galicia ...	Lemberg
12	Transylvania ...	Hermannstadt
13	Croatia ...	Agram
14	Tyrol ...	Inspruck
15	Bosnia ...	Saraiewo

CHAPTER XV

Stimulating Effect of War on Britain's Foreign Trade

“**B**USINESS as usual.” This is the motto of the commercial community during the present crisis. It is not without reason that we have been dubbed a nation of shopkeepers. War may ravage the heart of Europe, dynasties may fall, Armageddon itself may reign, but British trade and commerce, thanks to the protection afforded by the overwhelming might of our naval forces, flows on. Its usual channels may be temporarily obstructed; in some cases it may be forced to find a new river bed; but history proves conclusively that whatever may be the ultimate devastating effect of war, whilst war itself rages the industrial country whose credit is unimpaired and whose sources of raw materials remain open, enjoys for the time being an inflated demand for all its manufactured staple articles. And the factories of no other European nation produce staples in like quantity or of like quality to those of the United Kingdom.

England has been for so long at peace with her Continental neighbours that we must not be surprised if our committal to a great European struggle deprives some of our journalists of judgment. Articles have appeared in the Press, dealing with British trade and British credit, calculated to fill the minds of readers with unnecessary counsels of despair. Some writers have assured the public that British credit has collapsed, that British trade and industry will never recover from the effects of the war, that food prices will rise until the working classes are on the verge of starvation, and so on.

The dire prophecies of the economists before the war, and the gloomy prognostications which followed the commercial panic when war was declared, seem unlikely to be fulfilled. Trade may be built up upon credit, but credit is only one part of the mechanism of trade. This part may be so delicate that it is liable to derangement by the mere breath of rumour itself. But none the less it is capable of being repaired at short notice, or of being adjusted to meet and cope with exceptional and untoward conditions.

In its last analysis all trade and industry depend upon the machinery and equipment of factories; willing and skilled hands to produce the products of machines; and alert and enterprising brains to distribute them. These are as much assets of the nation now that war is raging as at any time prior to its outbreak. It rests with the nation as a whole; through its individual traders, to make the best use of them.

*The Readjustment Which the State of War Will
Necessitate in British Industry*

From the point of view of the business community as a whole, three things are needed in the present crisis: First, to prosecute business with vigour and replace markets which the war has cut off with new markets; second, to transfer the labour of those commercial and industrial activities which have been closed by the outbreak of the war into fields where there is a demand for their output; third, to produce as much wealth as possible for our future needs to make up the industrial ravages of the war. This way of looking at the problem will throw light on the question of foreign or colonial trade abroad and employment at home.

Germany is third on the world's list of consumers of raw materials. She takes the second place as a producer and exporter of manufactured articles. In 1913 the total value of her manufactured exports amounted to £538,000,000.

The effect of the war will be the total stoppage of this huge volume of trade for some months to come, and possibly for a year or more, should the titanic struggle prove long drawn out. With many millions of the world's factory workers engaged in a life and death struggle in or near the industrial heart of Continental Europe, the demand for manufactured goods from areas least affected by the upheaval must continue to grow in volume. In fact, though it is hazardous to prophesy in the face of such an abnormal crisis, it is safe to assert that, given the necessary supplies of raw materials, the United Kingdom and the United States may both shortly expect a boom in their staple industries far surpassing anything experienced during the Franco-Prussian war of 1870-1871. *And these years, it is well to remember, were record years in the history of British trade.*

*Commerce Which the War is Bound to Divert From
Germany to England.*

The raw materials which Great Britain draws from central Europe are, in comparison with the rest of her imports, a negligible quantity. But the combined raw materials which are needed for the use of German and Austrian factories nearly equal in volume those imported into Great Britain. The trade routes of the world, thanks to the preponderance of our naval forces, are now, with the exception of the Baltic Sea, open for the free and safe passage of our mercantile marine. Raw supplies intended for the needs of central Europe will shortly be diverted to British ports. Abundant materials will then be available for our factories at lower prices than have been prevalent for many years. The demand for our staple manufactures must steadily increase in volume until the war comes to a close. And this alone should, when the necessary readjustment of supply and demand has had time to take place, more than compensate Great Britain for the temporary loss of one of her best customers, Germany.

An interesting and important feature of German foreign trade is that its largest element is labour. The exports of the United Kingdom are larger, but England is a broker as well as a manufacturer, and handles many articles partly or wholly manufactured by other nations for a small margin of profit. Much of the trade of Great Britain is based on the actual necessities of other peoples. Ninety per cent. of the export trade of Germany consists of articles whose value is largely made up of German labour. Thus the majority of her imports into Great Britain are composed of products that we are capable of manufacturing ourselves or of luxuries that can readily be dispensed with and their purchase price diverted into more productive and fruitful channels.

The imports into the United Kingdom from Germany for the year 1913 amounted to eighty million pounds ; the exports from this country to the Fatherland and Austria-Hungary were forty-five millions. As Germany's foreign trade is now completely stagnant and her mercantile marine idle, we are faced with a situation which may be turned to our advantage in three ways : our exporters should experience no difficulty in finding outlets elsewhere for the forty-five millions in value drawn from us by Germany, as will be shown later ; the greater part of the eighty millions of German imports into this country can be replaced by home manufactures ; and a big share of the German foreign and carrying trade will automatically fall into the hands of British exporters and shippers.

Extent to Which Germany Has Been England's Chief Competitor in Foreign Markets.

The fact needs emphasis that Germany, more than any other country, has hitherto been our chief trade competitor. In every important market of the world her commercial travellers offer like commodities to those manufactured by Great Britain which are expressly designed to compete with British wares on the score of price. Any temporary loss suffered in

the market of central Europe will be compensated by the extraordinary demand which must arise in every part of the globe where German commerce has penetrated.

In 1912 Germany exported to British Possessions alone goods to the value in round figures of £21,000,000, made up as follows :—

INDIA AND MALACCA	..	..	..	£6,200,000
AUSTRALIA	..	..	..	4,400,000
CANADA	..	..	..	2,800,000
AFRICA	..	..	..	3,100,000
EGYPT	..	..	..	1,900,000
OTHER BRITISH DEPENDENCIES	..	..	..	2,600,000
				<hr/>
				£21,000,000
				<hr/>

Her exports to South America, which is by far her most lucrative field, amounted in the same year to nearly £35,000,000, made up as follows :—

ARGENTINE	..	..	..	£12,000,000
BRAZIL	..	..	..	9,600,000
CHILE	..	..	..	5,400,000
MEXICO	..	..	..	2,200,000
URUGUAY	..	..	..	2,000,000
CUBA	..	..	..	1,400,000
OTHER SOUTH AMERICAN COUNTRIES	..	..	..	2,300,000
				<hr/>
				£34,900,000
				<hr/>

whilst her trade in the Far East with China and Japan came to rather more than £10,000,000.

These countries, be it noted, are far removed from the seat of war and are in no way affected by the actual fighting. All told, they imported from Germany in 1912 goods and products to the value of sixty-six million pounds, whereas their exports of raw materials to Germany amounted to rather less than a quarter of this sum. This leaves a balance of nearly fifty millions in favour of the Fatherland. The major part of this balance must shortly be waiting to drop into the hands of the first alert bidder, and the only important bidders in the field for some months, if not years to come, must be Great Britain and the United States.

CHAPTER XVI

The Attack on Germany's Commerce

To turn from our over-seas trade to Germany's commerce nearer at home, we find that much the most important of her customers are naturally her nearby neighbours. Her exports to and imports from these countries are here tabulated.

GERMANY'S CHIEF CUSTOMERS.

To or From	Exports,		Imports,	
	1912.		1912.	
	in £1,000,000.		in £1,000,000	
AUSTRIA-HUNGARY	..	51	..	41
FRANCE	..	35	..	26
RUSSIA	..	34	..	76
THE NETHERLANDS	..	30	..	17
SWITZERLAND	..	25	..	10
BELGIUM	..	24	..	17
ITALY	..	20	..	15
NORWAY AND SWEDEN	..	17	..	13
DENMARK	..	12	..	10
TURKEY	..	6	..	4
SPAIN	..	6	..	6
	Millions of £	260		235

As to what will happen to this huge volume of trade it is safe to assert that much of it must of necessity go by default. Yet the non-combatants will need as many manufactured articles, in staple lines at least, as ever before, and even three of the chief participants in the fight—Russia, France and Belgium—may be expected to draw on us for more supplies than usual.

A few comparative figures of Russian foreign trade with Germany and the United Kingdom are instructive. To take one example of a specific product :

In the year 1911 (the latest year for which returns are available) the total value of all textiles imported into Russia was £28,130,000. The British proportion of this sum was only 13 per cent. whereas Germany had to her credit no less than 37 per cent.

In the years prior to the outbreak of the Crimean War the percentage of Russian imports from the United Kingdom was 30 per cent. of all manufactured articles imported, or nearly double the German figures of 16 per cent. During the war Germany's exports to Russia increased to nearly 50 per cent. of the total volume. And the advantage thus gained was never afterwards lost. At the present day German exports to Russia are over three times the value of those from the United Kingdom.

The fact that the Baltic Sea will probably share with the North Sea the distinction of being one of the areas to suffer from this conflict, will not cripple the trade between the two countries to the extent that we may imagine. For nearly six months in the year most of the Baltic ports are icebound. During these months a large reciprocal trade is carried on via the Mediterranean and Black Sea, Russia exporting to us vast quantities of raw products and receiving manufactured articles in exchange. Unless Turkey becomes embroiled in the conflict, of which at present there seems little likelihood, the Dardanelles will be open to commerce as usual, and a large increase in the freights carried to and from the Black Sea may safely be prognosticated.

To turn from possible future fields for our exports to a consideration of the opportunity for the British manufacturer in his own home market, the prospects are even more tangible and concrete. Here there is nothing to be feared from the hazards of the sea, risky credit, and the difficulties of insuring payment—commercial risks which are prevalent at all times, but which become accentuated on the outbreak of war. For years the home manufacturer has waxed eloquent concerning the iniquity of unrestricted German competition in this country. He has continually asserted

Imports from Germany to Great Britain

	(In £1,000)		(In £1,000)
Aerated Waters	161	Embroidery (Machine made)	601
Wearing Apparel of Wool	823	Fancy Goods (Paris Goods)	605
„ other Materials	432	Artificial Flowers	312
Explosives	64	Glass, Window	137
Sporting Ammunition ..	31	„ Plate	52
Ammunition	54	„ Flint	635
Asphalt or Bitumen	118	„ Bottles	422
Baskets	40	Glue	141
Bead Trimmings	22	Hardware, Enamelled ..	443
Sausage Skins	92	„ Miscellaneous	464
Books and Music	105	Hats and Bonnets (Felt),	
Boots and Shoes of Leather	76	Trimmed and Untrimmed	274
„ other Materials ..	35	Hops	224
Bristles	106	Scientific and Photographic	
Brooms and Brushes ..	162	Instruments	660
Buttons and Studs	356	Jewellery (Austria-Hungary)	203
Motor Cars	280	„ (Germany)	113
Motor Car Parts	750	Bags and Sacks	76
Rubber Tyres	1,129	Leather, Dressed	1,224
Chemicals	1,800	„ Crome Tanned ..	1,042
Coal Products	130	„ Box Calf	826
Earthenware	730	„ Gloves	380
Clocks	335	„ Miscellaneous	881
Cordage and Twine	190	Linen Goods	350
Cotton Goods (piece) ..	1,950	Machinery, Electrical ..	721
„ Gloves	723	„ Sewing Machines	
„ Hosiery	1,602	and Parts	101
Lace	1,115	„ Textile	140
Ribbons and Trimmings	720	„ Miscellaneous	1,278
Other Cotton Manufactures	730	Metals—Steel Sheet Bars, Tin-	
Cutlery	113	plate Bars	1,320
Medicinal Preparations ..	332	Metals—Girders	407
Coal Tar and other Dye		Pianos	700
Stuffs	1,600	Parts of Musical Instruments	155
Electrical Goods and Appliances :		Painters' Colours & Pigments	1,000
Insulated Wires & Cables	262	Paper	1,000
Telegraph and Telephone		Picture Prints, Maps ..	454
Wires and Cables	289	Ribbons, Silk	480
Carbons	97	Dressed Skins	934
Electric Lamps and		Stationery other than Paper	266
Parts	155	Potatoes	422
Miscellaneous	210	Woollens and Worsteds ..	2,100

that smaller wages, longer hours, and a lower standard of living in Germany make it impossible for British manufacturers of certain lines to cope with their Teutonic rivals, and that the only remedy for this severe competition was a prohibitive tariff upon German manufactures. The war, then, should afford a better opportunity to capture the home market than any tariff, however prohibitive, and the British manufacturer ought to have little difficulty in providing most of the articles listed on the opposite page, which represent in thousands of £ Germany's chief exports to this country last year.

With the allied and neutral Powers we did the bulk of our European trade in 1913, and as we possess the command of the sea much of it will remain. There will be both loss and gain, and more the former than the latter, but it is a profound mistake to suppose that our European trade will cease altogether.

Fortunately, too, our chief supplies of food and materials are extra-European, as will be gathered from the following statement.

				(British Goods.)	
				Imports	Exports
				from	to
ENEMY POWERS	..	..	..	88.2	45.2
ALLIED AND NEUTRAL EUROPEAN					
POWERS	..	..	..	221.0	133.4
TOTAL EUROPE	..	..	..	309.2	178.6
ALL THE REST OF THE WORLD	..		..	459.8	346.9
ALL THE WORLD	..	..	..	769.0	525.5

Moreover, at the conclusion of the war the unmistakable antagonism which German aggression is everywhere arousing will help us to keep the trade and shipping we shall win from her. British Colonies will naturally fight shy of German goods for years after the war is over. It is not our fault that such a consummation should be forced upon us; it will be very much our fault if we talk of ruin with gain in prospect.

As to our home trade, this will be temporarily stimulated by war expenditure. The cost of the war

will be an addition to home trade, and probably a subtraction from foreign investing (foreign investing often merely means the leaving abroad of imports due). It should largely fill the gap caused by immediate loss of some European trade.

Put all these factors together, and it will be seen that the alarms spread by those desirous of frightening the British public are without reasonable foundation.

With the command of the seas, we can almost cancel German and Austrian commerce, and it is, indeed, arguable that if, as one pro-German writer suggests, Germany makes a very long struggle of it, we could capture the greater part of her trade—trade which, so far as it is done with Germany's present enemies, or with the neutrals outraged by Germany, or with the British Colonies, may be never regained by the traders of the Fatherland.

Thus those who are talking glibly of ruin for the trade of the United Kingdom through the war do not know the facts of the case. The broad facts are that as soon as we recover from the temporary panic and dislocation of our credit system, far from losing any of our trade through the outbreak of hostilities we may in the end gain far more than we lose. In short, a brief addition might with advantage be made to our motto—"Business as usual during enlargement of premises."

CHAPTER XVII

The Adjustment of Business to Meet the New Conditions

THE first necessity at this critical hour is for all to bear in mind the fact that the greater part of our export trade and the indispensable part of our import trade are conducted in ordinary peace times with countries far removed from the seat of the present war. Therefore, if production is in no way diminished and everybody who has work to do goes about it as usual it should be possible for our staple industries not only to maintain the total volume of their trade but eventually to increase it.

To this end it is important for business men to get together everywhere and discuss what can best be done to readjust the temporary dislocation, and direct as much of the disorganized labour as possible into fields where it can profitably be employed. Every manufacturer or trader who takes measures to find a substitute or equivalent for imports we may hitherto have received from Germany, or who seeks to ascertain how he can increase his foreign market in fields which have hitherto been exploited by Germany, is working to this end.

Vigorous steps have already been taken by various trade associations in this direction. At the head of our important textile industries is Sir George Pragnall, the chairman both of the Wholesale Textile Association and of the newly-formed special committee of the National Patriotic Association, with headquarters at 32, St. Paul's Churchyard. The most important features of the plans inaugurated by the association are :

The establishment of a museum of German samples for copying by British manufacturers.

An appeal to leading London banks to advance money to British manufacturers on terms similar to those offered by German banks to German manufacturers.

The Wholesale Textile Association has recently passed a resolution that every facility be offered to British manufacturers for the purpose of copying samples of popular goods which up to the present time Great Britain has imported from Germany in enormous quantities, to the detriment of British firms and British workpeople.

A similar spirit is evident on all sides among traders, both wholesale and retail, in all kinds of goods apart from the trade in textiles. If these will co-operate heartily in the same way, the difficulties of the situation will speedily be met and overcome. Vast quantities of hardware, toys, groceries, hosiery, fancy articles, and clothing of all kinds are among the innumerable variety of goods ordered from Germany for the autumn and Christmas trade. To produce these things it may be necessary for British manufacturers to lay down additional machinery and possibly to adopt new methods. But the opportunities of the situation are such that no manufacturer who can prove that there is a market awaiting his products need fear that lack of working capital will cripple him, for the National Patriotic Association has formed a committee to interview the leading London banks with the object of arranging for the temporary financing of any reputable and trustworthy trader who is ready to supply the needs of the market.

As a further means of mitigating the evil of unemployment it has been suggested that the Government might, if necessary, take steps to keep certain industries going until business has had time to recover and readjust itself. Seeing that the Government has gone so far as to guarantee the payment of bills drawn before the outbreak of war, a further step to finance staple industries if necessary is logical in view of the unprecedented nature of the crisis.

Of course, only a relatively small number of industries will require this Governmental support,

but where needed it might be accorded for the obvious reason that it is to the advantage of the nation as a whole to keep men at work producing something rather than for them to be idle and asking for relief after their employer has been compelled to discharge them.

Working with the same object in view, the Lord Mayor of London, at a special meeting of the Court of Common Council, emphasized the necessity of keeping business going as usual. He exhorted all employers of labour to do their best to keep employees busy—even if only at half-time and half-pay. It was decided that all the available machinery of the Court should be employed for the purpose of ascertaining within the City the trades affected by the crisis, in what way they were affected, and how arrangements could be made either to carry on the business or to transfer the men discharged to other trades and industries.

The British Electrical and Allied Manufacturers' Association has appealed to large purchasers of electrical plant and apparatus to continue their orders and so maintain employment. They point with approval to the excellent example set by the Australian Government, which has publicly exhorted its own importers to keep up and extend their trade connection with the Motherland.

The Board of Trade, which is always alert to the interests of the business community, recently issued the following notification :

“ In view of the cessation of imports from Germany and Austria-Hungary, and the fact that there are many articles hitherto imported from these countries of importance, if not of necessity, to British manufacturers, information is invited by the Commercial Intelligence branch of the Board of Trade from importers of such articles, as to their precise nature and quality, in order that steps may be taken to ascertain whether similar goods might be produced in this country, and if so, where ; or, if not, from what neutral sources they could be obtained.”

Doubtless in a large number of cases importers have already taken steps to inform themselves on these points, but from cases which have come under the notice of the Commercial Intelligence branch it is believed that in some instances it has not proved an easy matter to obtain the necessary information, and it is thought that in such cases the branch may be able to render some assistance.

Now is the time, if ever, for manufacturers, and in some cases the Government, to look into these things. At the present crisis in the affairs of nations there is and will be opened the rarest opportunity for a new prosperity both in agriculture and in manufacture. Immediate and obvious reforms are an improvement in the Consular service, which at present is chiefly useful to foreigners; the sending out of intelligent "travellers" who wish to learn as well as to sell; and an organized endeavour to regain the commercial arts which we have surrendered to Germany from, if not laziness, at least a deficiency of commercial acumen.

CHAPTER XVIII

War Terms, Customs, and Laws

An A.B.C. of the Technicalities of the Army and Navy, and of Warfare Generally

Adjutant.—An army officer who assists a commanding officer in detail work. He is mainly responsible for discipline and drill. He may not be above a major in rank.

Admiral.—An executive officer in the Royal Navy in command of a fleet or squadron of battleships. Four degrees of seniority are recognized, viz.: Admiral of the Fleet (£2,190); Admiral (£1,825); Vice-Admiral (£1,460); and Rear-Admiral (£1,095). These rates of pay are supplemented by prize-money and other allowances. They are known as "flag officers," and when on board the admiral's flag is flown on the fore, main, or mizzen masts, according to rank. In times of peace there are about 25 admirals on the active service list. See RANK.

Admiralty, The.—The chief Government office in Whitehall, London, S.W., where the business of the British Navy is centred. It is in touch by wireless telegraphy, with all ships within the range of call. The First Lord of the Admiralty (Mr. Winston Churchill) is in charge, and is responsible to Parliament for its control.

Aeroplane.—See ROYAL FLYING CORPS.

Aide-de-Camp.—An officer, naval or military, who is in close touch with an admiral or general, and assists him in all routine matters. The appointment of Aide-de-Camp to the King is usually an honorary distinction, involving only nominal duties.

Alien.—The legal term for a foreign resident in the United Kingdom. The Royal Proclamations, etc., describe the subjects of the Emperors of Austria-Hungary and Germany as "alien enemies," and require them to register themselves with the police authorities, under heavy penalties for neglect. British subjects may not harbour an unregistered "alien enemy." The Aliens Restriction Order of 1914 places alien enemies under certain disabilities in respect of the possession of fire-arms, motor-cars, motor-cycles, petroleum, and other articles. An alien may become a naturalized British subject.

Army Council.—A committee of experts under the presidency of the Secretary of State for War, which has the final disposition of the defences of the Empire. The Council consists of Lord Kitchener, Gen. Sir C. W. H. Douglas, Lt.-Gen. Sir H. C. Sclater, Maj.-Gen. Sir J. S. Cowans, Col. Sir S. B. Von Donop, and the Rt. Hon. H. J. Tennant. Each service

member is a specialist in some branch of military science, and has had practical experience in the field.

Army Service Corps.—A highly organized department of the army which attends to the transport of baggage and supplies, and also assists the medical service. See also COMMISSARIAT.

Artillery.—A term applied in modern times to all firearms discharged from carriages, etc., as distinguished from SMALL ARMS (which see). Artillery is divided into Horse, Field, Mountain and Garrison. Naval guns are also included in the term. Garrison artillery is very heavy and is used in forts. The largest guns in use have had a calibre of 16 inches, but 12-inch guns are more usual and serviceable. The 4·7-inch gun is a naval weapon which can be mounted on a gun carriage and used on land. The struggle between the development of the power of projectiles and the resistance of armour plates has gone on for many years; but no armour plate can finally resist prolonged assault. A battery of field artillery comprises guns, carriages, ammunition and stores, officers, gunners, drivers and artificers, with horses or mechanical means of transport. On the field there are also forge and baggage wagons, signallers and range finders. In horse artillery every man is mounted. Mountain artillery can be transported on the backs of mules or horses. The British artillery has been entirely remodelled since 1870.

Attaché.—A subordinate attached to the suite of a superior officer, and usually assigned to young diplomatic officials. In times of peace, the military and naval attachés of foreign powers are allowed to witness manoeuvres, etc.

Attack in Detail.—In order to accomplish warlike operations it is first necessary to break through the enemy's front. One of the portions thus separated may then be contained by a detachment of the attacking army, while the main force overwhelms the other part. The whole army is then available for crushing the part of the enemy's force that has been contained. This strategic operation was highly developed and successfully employed by Napoleon.

Base of Operations.—The point from which an army begins its expedition. A base of supplies is the point from which an army gets its supplies.

Battalion.—A military unit of about 1,000 infantry, with 96 commissioned and non-commissioned officers. It is commanded by a lt.-colonel (See COLONEL), and divided into companies, each under a captain. A battalion is a self-contained tactical and administrative unit, with band and medical and ammunition services, etc., and the requisite number of horses.

Belligerents.—The opposite term to "NON-COMBATANTS" (which see). All soldiers are regarded as belligerents and have certain rights recognized by International Law. If captured in battle and taken on surrender their lives must be spared. The laws of war require that definite conditions shall be complied with before a man can be recognized as a belligerent. He must be commanded by a responsible leader, wear distinctive uniform, carry arms openly, and obey the laws and customs of war. The possible exception is where the population of unoccupied territory spontaneously take up arms to resist invading troops, in which case they are entitled to belligerent rights. If people who are not actually in the army take it upon themselves to defend their own houses or workshops, they not only run the risk of being captured and shot, but the chances are that they will induce the enemy to take reprisals on the rest of the population.

Billeting.—A legal process by which armed troops may be quartered in the houses of private persons. It is a condition of the license of most hotels, etc., that they must billet so many soldiers on demand. Under modern conditions general or field officers issue billeting requisitions and requisitions of emergency for the provision of carriages, animals, vessels, and aircraft. The following rates are paid for billeting to an occupier other than the keeper of a victualling house: Lodging and attendance for soldier where meals furnished, 9d. per night; breakfast as specified in schedule to Army Act, 7½d. each; dinner as so specified, 1s. 7½d. each; supper as so specified, 4½d. each; where no meals furnished, lodging and attendance, and candles, vinegar, salt, and use of fire, and necessary utensils for dressing and eating his meat, 9d. per day; stable room and ten pounds of oats, twelve pounds of hay, and eight pounds of straw per day for each horse, 2s. 7½d. per day; stable room without forage, 9d. per day. Lodging and attendance for officer, 3s. per night. An officer must pay for his food.

Black Watch.—The first of Highland regiments, created in 1663, and clothed in a dark tartan. It was reorganized in 1881. In former times membership was practically confined to certain clans having the same political affinities.

Bombardier.—The lowest grade of non-commissioned officer in an artillery regiment, and corresponding to corporal in the infantry. In old times he handled the bombard, or fuse, which fired a gun.

Bombardment.—An attack by artillery or naval guns upon a place fortified or unfortified. At the last Hague Conference all the Powers, including Germany, agreed to a rule by which the bombardment of undefended coast towns is prohibited. To secure the benefit of the prohibition, a place must be completely without defence. Seaside towns, though immune from bombardment, may at any time be ordered to

provide foodstuffs and other necessities for an enemy's fleet. By a rule of the Hague Conference such contributions must be paid for. Bombardments from the sea have generally been more successful than those from land positions, on account of the defenders' difficulty of returning effective fire.

Boy Scouts.—An organization started by Major-Gen. Sir Robert Baden-Powell, which has spread from England to every country in the world. The basic idea is to inculcate the idea of honour, and every Boy Scout is pledged to "do a good turn every day." It is a strictly non-military organization, both in form and substance. The B.P. Boy Scouts' organizations were recognized by the Government on the Declaration of War, and the boys have been employed in various civic capacities.

Brigade.—A military unit of several regiments under an officer known as a Brigadier. A British Infantry Brigade consists of four regiments associated together for medical service, transport, and supplies. See also DIVISION.

Cadet.—See GENTLEMAN-CADET.

Captain.—In the British Empire this rank denotes an officer of a warship carrying at least 20 guns. A captain in the Royal Navy is responsible for discipline, navigation, and equipment. A post-captain is one whose name has been "posted" on a permanent list; a flag-captain commands an admiral's ship; a captain of the fleet is a temporary officer in charge of fleet discipline, and is equivalent to an adjutant in the army. The "captain of the gun" is a petty officer in charge of a gang of men. A captain in the Army commands a company of infantry, troop of cavalry, or battery of artillery. He ranks between a lieutenant and a major. He is responsible for the arms, clothes, efficiency and discipline of his men, and recommends for promotion the non-commissioned officers. A captain in the Navy receives from £411 to £602 per annum, with allowances and share of prize-money. An Army captain has, according to regiment, £211 to £273.

Camp-Followers.—Civilians, male and female, usually of an undesirable character, who follow in the train of an army on active service. The discipline of modern armies has reduced the evil side of camp-following to a minimum.

Cavalry.—A branch of military service in which every man is mounted, and horse and man work together for carrying out the purpose of the commander. Cavalry is distinguished from mounted infantry, where the horses are only used to obtain celerity of movement. Cavalry is mainly used in action to penetrate a mass of infantry which has been confused by artillery attack. They were also largely used for reconnoitring, but their duties in this direction are now largely done by aviators.

Centimes, Centimi, Centisimi.—Small copper coins worth one-hundredth of a FRANC (which see), circulating in France, Spain, Belgium, Italy, etc.

Centre of Information.—An organized position at which information of the strength and position of the enemy can be gathered and disseminated. Such centres are generally equipped with wireless telegraphy.

Ceylon Planters' Rifle Corps.—An irregular corps under the command of Lt.-Col. Biddulph, organized by the Ceylon Association in London.

Chelsea Royal Hospital.—A home for old and disabled soldiers, with accommodation for 558 in-pensioners, who wear a remarkable looking uniform of the 18th century. A school for the orphan sons of soldiers is connected with the hospital.

Code.—A means taken in giving signals and transmitting messages in the army and navy to see that they cannot be interpreted by an enemy. Secret code books have been known to be stolen; and it is doubtful whether any code is really secret or undecipherable.

Coldstreams.—The oldest regiment of foot guards.

Colonel.—The chief commander of a regiment in the British Army (originally the leader of a column). The grade comes between that of general and major. The chief acting officer of artillery or engineer regiments is always a colonel, but in the infantry and cavalry he is frequently known as a lieutenant-colonel, the full rank being often conferred as a honorary distinction upon some Royal or distinguished personage. A colonel or Lt.-colonel's pay varies from £328 to £447 a year according to the branch of the service.

Combatant.—A general term to designate those who take part in actual fighting and carry arms, as distinguished from civilians and such followers of an army as surgeons, nurses, chaplains, grooms, etc. See NON-COMBATANTS.

Commandant.—A title usually given to a military officer in charge of a fortress, military station, or military school. A captain-commandant is a captain who is temporarily doing duty of a higher rank.

Commandeer.—A popular term introduced with the South African War to denote the forcible taking of horses and supplies for the use of combatants. When such a proceeding is attended by compensation, it is said to be a "requisition."

Commander.—A title in the Royal Navy given to the chief officer of the smaller warships. When serving on a large vessel he is the navigation officer. A commander's pay is £401 a year, exclusive of allowances, prize-money, etc.

Commissariat.—The department of an army responsible for the supply and transport of food and forage. An army CORPS (which see) is accompanied in the field by twelve commissariat companies. See also ARMY SERVICE CORPS.

Commission.—The document by which an officer in the army or navy is authorized to exert his powers. It is signed in the name of the King, and formerly bore his actual signature. For the various grades of commissioned officers, see RANK.

Commodore.—A temporary rank in the Royal Navy between that of admiral and captain. He has usually charge of a few ships told off for a special service. It is sometimes a courtesy title of a senior captain. A first class commodore's pay is £1,095 a year.

Communications. See LINES (of Communication).

Company.—A number of about one hundred men, forming a definite part of a battalion, under a captain, with two lieutenants under him.

Consul.—An official maintained by the British Government in foreign countries to supervise the commercial business of the State and its subjects. The order of precedence of such officials is: Consular agents, consular-generals, consuls and vice-consuls. A consulate is considered as part of British territory. A consul may perform all the functions of a magistrate and may marry British subjects.

Contraband of War.—A term applied to various articles which are regarded as being of sufficient help to an enemy to prolong a war that the transportation of such articles to him, especially by ships, is prohibited. Each nation has its own list of contraband articles. Great Britain distinguishes between absolute and conditional contraband, according to the text of an Order in Council relating to enemy merchant ships, and a Royal proclamation specifies the following articles to be treated as absolute contraband: Arms of all kinds, including arms for sporting purposes and their distinctive component parts; projectiles, charges and cartridges of all kinds, and their distinctive component parts; powder and explosive specially prepared for use in war; gun mountings, limber-boxes, limbers, military wagons, field-forges, and their distinctive component parts; clothing and equipment of a distinctively military character; all kinds of harness of a distinctively military character; saddle, draught and pack animals, suitable for use in war; articles of camp equipment and their distinctive component parts; armour plates; warships, including boats and their distinctive component parts of such a nature that they can only be used on a vessel of war; aeroplanes, airships, balloons, and aircraft of all kinds and their component parts, together with accessories and articles recognizable as intended for use in connection with balloons and aircraft; implements and apparatus designed exclusively for the manufacture of munitions of war, for the manufacture or repair of arms or war material, for use on land and sea. The following articles will be treated as conditional contraband: Food-stuffs; forage and grain suitable for feeding animals; clothing fabrics for clothing and boots and shoes, suitable for use in war; gold and silver in coin or bullion, paper money; vehicles of all kinds available for use in war, and their component parts; vessels, craft, and boats of all kinds, floating docks, parts of docks, and their component parts; railway material both fixed and rolling stock, and materials for telegraph, wireless telegraphs, and telephones; fuel, lubricants; powder and explosives not specially prepared for use in war; barbed wire, and implements for fixing and cutting the same; horseshoes, and shoeing materials; harness and saddlery; field-glasses, telescopes, chronometers, and all kinds of nautical instruments.

Cordite.—An explosive used in the British Army. It is smokeless and in the form of little cords. Unless contained in a cartridge, it is relatively harmless and can be burnt in the hand without damage. Its composition is a mixture of nitro-glycerine, gun-cotton and vaseline. This is known as "Cordite Mark 1." An improved explosive is known as "Cordite M.D."

Corporal.—A non-commissioned officer of the lowest rank in infantry regiments. In the Household Cavalry, a corporal is equivalent to "sergeant," the latter rank being unknown. A corporal wears as a badge two stripes on the left arm and receives from 1s. 9d. to 2s. 8d. a day.

Corps, Army.—A division of the army comprising, infantry, cavalry and artillery, in command of general officers. The British Army in times of peace is divided into 6 army corps, half of which are composed of regular troops and the remainder of Militia and Territorials. The strength of an army corps is not definitely fixed, but consists of about 40,000 men.

Council of War.—A deliberation of staff officers in charge of a campaign. In modern times the real Councils of War do not meet on the field of battle, but are conducted at the War Office. See ARMY COUNCIL.

Corps of Cyclists.—A plan for organizing an auxiliary force of cyclists to undertake supplementary duties and thus release men with military training whose services could be better employed elsewhere has been formed by the Cyclists' Touring Club. Office, 280, Euston Road, N.W.

Cruiser.—A term applied to war vessels built primarily for speed. They are divided into various classes and are either protected or unprotected. A battle cruiser is a fast boat whose armament is only slightly inferior to those of the strongest battleships. See also MERCHANT CRUISERS.

Declaration of War.—A formal notification through diplomatic channels that a state of war exists between two countries, whose respective ambassadors thereupon ask for their passports and return home. Acts of war often precede a formal declaration.

De-coder.—A petty officer in the Royal Navy told off for the special duty of deciphering wireless messages. See CODE.

Decoration, Military.—Military decorations consist of medals or orders of Knighthood. The medals are attached to the recipient's breast by a distinctive ribbon. When the holder has been through a succession of battles he receives a bar for each battle which is attached to the ribbon. The most honourable decoration is the Victoria Cross, which is awarded for saving life on the field of battle or conspicuous gallantry. The Victoria Cross has been awarded after the death of its recipient. The Order of St. Michael and St. George is a military knighthood, the wearer of which wears a broad saxon blue ribbon, with a scarlet stripe. The Distinguished Service Order entitles the recipient to use the letters D.S.O., and is conferred on officers whose work on the field is of particular merit. The Royal Red Cross entitles the recipient to the use of the letters R.R.C., and is a decoration bestowed upon women for zeal and devotion in providing for and nursing sick and wounded sailors, soldiers, and others with the army in the field, on board ship, or in hospitals. Foreign as well as British subjects are eligible.

Dinar.—The silver monetary unit of Serbia, and exactly equivalent to the FRANC (which see). It is divided into 100 parts. Gold coins of 10 and 20 dinars are minted.

Dispatches.—The official reports made by commanding officers to the War Office or Admiralty. Being "mentioned in dispatches"

is a distinction alike to officers and men. On such reports are based subsequent promotion and the distribution of honours. A "dispatch runner" is a mounted soldier who carries messages on the field from point to point.

Division.—A unit of the Army. In an expeditionary force it consists of twelve regiments, six batteries of horse artillery four field troops of engineers, signal company four field ambulances, baggage train; in all consisting of 9,978 officers and men, 9,945 horses, 24 machine guns, 24 thirteen-pounders, 72 ammunition wagons, 20 motor cars, 138 two-horse vehicles, 284 four-horse vehicles, 81 six-horse vehicles, 197 bicycles. An army division of full war strength consists of twelve infantry regiments, nine batteries of 18-pounders, two batteries of 5-in. howitzers, three batteries of 4.5-in. heavy battery siege guns, ammunition column, two field companies and engineers, signal company, two mounted infantry companies, three field ambulances of sixteen wagons each, baggage train; in all consisting of 19,111 officers and men, 6,773 horses, 24 machine guns, 54 field guns (18-lb.), 12 howitzers, 4 "long tons," 198 ammunition wagons, 8 motor-cars, 274 two-horse wagons, 232 four-horse wagons, 241 six-horse wagons, 135 bicycles. See also CORPS.

Douane.—The French term for Customs House.

Ducat. A Dutch gold coin equal to ten GULDEN (which see).

Dynamite.—An explosive composed of nitro-glycerine and some absorbent material, which is usually an earthy substance known as kieselguhr. Dynamite is of not very much value in warfare, but is useful for blasting masonry, or obstructions under water. It is occasionally used in guns specially designed.

Echelon.—A military term used to denote arrangements of troops into a form of ladder, the men being not exactly behind each other, but to the right or left of the proceeding one.

Error of the Day.—A term used in artillery practice to denote the amount of correction which must be made in the elevation of a big gun on account of the temperature of the atmosphere, the pressure of the barometer and the quality of the light. These calculations have been brought to such a pitch of perfection that the amount of error requiring correction after a trial shot at a distance of 6,000 yards may not amount to a few feet.

Espionage.—The act of spying upon an enemy. See SPIES.

Expeditionary Force.—A military unit consisting of a definite number of men, as organized in times of peace, which is ready for sending to foreign parts on the declaration of war. Such a force is adequately equipped with all stores and supplies.

Exterior Lines.—When naval or military operations are conducted in such a manner that the nearer the belligerent forces get to the enemy the less able they are to support each other, or the further they get from their bases, the operation is said to be conducted upon exterior lines. In the history of warfare such operations have generally been proved inferior to those upon interior lines.

Field Gun.—The typical weapon of the Royal Field Artillery, etc. It is a quick-firer, with

a charge of 15-lb. of powder and has an effective shrapnel range of 6,500 yards; and a further range of 10,000 yards.

Field-Marshal.—The title of the British military officer of the highest rank. He carries a baton as a symbol of rank.

Flanks.—The ends of a army on the field. To "turn the enemy's flank" is to go around his left or right wing.

Florin.—A Dutch coin (See **GULDEN**).

Foreign Legion.—A term given to military bands raised in Great Britain from among foreigners resident in our midst. Among these may be mentioned the King's Foreign Legion, organized by Chevalier Luigi Ricci, and the Foreign Legion raised by Captain Webber. Foreign legions of this kind were used by Garibaldi in 1866, and during the Franco-Prussian War.

Fort.—Fortifications and fortresses are of three kinds: permanent, semi-permanent, and field. Permanent fortifications are those that are made in time of peace for the defence of strategic points such as Metz, Liège, Antwerp, Port Arthur. Semi-permanent fortifications are those made hastily just previous to hostilities or during war at such points as, during the progress of hostilities, have become important or assumed strategic value. A full list of fortifications involved in the area of the war is given in Chapter IX.

Franc.—The silver monetary unit of France, Belgium, etc. Its exact value in British money is 9·513d. (say, 9½d.). Gold coins of 10 and 20 francs are minted. It is divided into 100 centimes. Five centimes (copper) is known as a sou. In Luxemburg the franc is divided into 80 pfennige.

Franc-tireurs.—An irregular force of Frenchmen and their sympathizers used in the Franco-German War, who conducted guerilla operations against the Germans.

Front.—A term applied to the line along the front of the body or bodies of combatants. Front of operations is the space between the fronts of opposed bodies of combatants.

Frontier.—The boundaries of a country usually marked out by lines of posts. A frontier is a line either natural or artificial, dividing two states. This line may be straight or may contain a salient bend, a re-entrant bend, or a double re-entrant with salient between. In the case of a straight frontier neither country possesses any advantage. In the case of a frontier with a salient bend the side possessing it may be said to be on the offensive.

Fuel.—Combustible material of varying mechanical heat-equivalents, chiefly coal and petroleum, both of which are essential for naval purposes. The chief coal production of the world in millions of tons is: U.K., 271; Germany, 158; France, 38; Russia, 23; Belgium, 22; Austria, 15; U.S.A., 444. The world's oil supply comprises 70,300,000 barrels from Russia; 12,600,000 from Austria; 9,000,000 from Rumania; and 11,000,000 from the Dutch East Indies.

General.—An army rank next below that of Field-Marshal. Subsidiary ranks are those of Lieut.-General and Major-General. A successful general is often rewarded at the end of a war by a peerage and a grant of money.

Geneva Convention.—A document signed in 1864, whereby civilized nations guaranteed

the neutrality of all who tend the sick and wounded in war time. See **RED CROSS**.

Geneva Cross.—A red cross on a white ground, which by an international convention is recognized as a sign of the military medical and hospital service all over the world. The unauthorized use of the Geneva cross in any form is punishable in time of peace, and its misuse in time of war is held to place the misuser outside the pale of civilization. See **RED CROSS**.

Gentleman-Cadet.—A title by which are known the young men who are being trained for officers at various military academies.

Glassis.—A sloping embankment usually covered with grass outside fortifications. The angle of the slope is constructed so that it can be commanded by guns of the fort, or by concealed infantry fire.

Grenadier Guards.—The regiment in which the Prince of Wales now holds a commission. It is the first regiment of the Foot Guards, though not the oldest, an honour claimed by the Coldstreams.

Guard.—A term usually applied to a small number of men under a non-commissioned officer to act as sentries. "Changing the Guard," is, in peace time, a picturesque ceremony, seen at its best at the Horse Guards, at Whitehall, S.W.

Guerilla Warfare.—This is the term applied to desultory methods employed by savage tribes or combatants inhabiting a mountainous country.

Gulden.—The silver monetary unit of Holland; also called a florin, of an exchange value of 1s. 7·824d. (say, 1s. 7¾d.). One Gulden is usually interchangeable with two **FRANCS** (which see). Gold coins of 10 gulden are minted and known as Ducats.

Gun Layer.—An artilleryman or non-commissioned officer who is in command of the team when it works the big gun. On smaller guns the gun layer sights the gun. During manoeuvres and trials it is quite common for a gun layer to hit the target six times in succession.

Hague Tribunal.—A permanent international court consisting of the representatives of 44 nations, instituted at the suggestion of the Tsar of Russia and sitting at the Peace Palace at the Hague (Holland), built at the expense of Mr. Andrew Carnegie. Since 1902 several important matters have been laid before the Court and settled satisfactorily. In the event of the tribunal being called upon to hear a suit, it is necessary for the contending parties (A) to agree upon the subject-matter of dispute, (B) to appoint arbitrators, and, if necessary, an umpire, (C) to submit the case through counsel or agents. English and French are the languages used at the Court.

Honourable Artillery Company.—A corps dating from the time of Henry VIII., which was re-armed by the War Office in 1888. It numbers about 2,000 men, mostly recruited from the commercial class of the City of London.

Hostages.—A person held by government or military authorities with a view to secure the due performance of some undertaking; or to whom personal violence is threatened if certain conditions are not fulfilled. The members of a municipal deputation of the city of Liège to the German Commander

were thus held as a guarantee that the forts around Liège would not bombard the city during the German occupation. The hostage is not entitled to quite as much protection as a prisoner of war.

Howitzer.—A term applied to a special kind of artillery used in sieges; a small light gun which fires an explosive shell at a small speed but at a steep angle of descent. With such a gun a trench can be covered at short range.

Hydroplane.—A species of aeroplane specially designed for manœuvring over water and capable of rising under normal conditions from the sea. It is fitted with floats, the buoyancy of which are sufficient to support its weight.

"Ils tiennent toujours."—The Belgium catch phrase applied to the resistance of the forts of Liège. It means, "They are holding out."

Impediment.—A technical name for the baggage train of an army, which, though necessary, limits its rate of progress. An army on foot cannot progress much more than ten miles a day.

Imperial Light Horse.—An irregular corps of cavalry of the South African War which has been reorganized, at the instance of Gen. Sir Bindon Blood and others. Office: Neville Street, S.W. Only experienced rifle shots are accepted, and every man must be a thoroughly experienced horseman. Members must be between the ages of 25 and 45 years.

Infantry.—Troops that fight on foot and are armed only with hand weapons. The unit of British infantry is the **BATTALION** (which see).

Inquiry Office.—A Government office established by the Admiralty at Spring Gardens, Trafalgar Square, London, to deal with the inquiries of relatives of men serving in the Royal Navy. Every arrangement has been made to see that anxious relatives are provided with news the moment it can possibly be made known.

Interior Lines.—When naval and military operations are conducted in such a manner that the nearer the belligerent forces get to the enemy the more they support each other, or the nearer they get to bases of supplies, the operations is said to be conducted on interior lines. In the history of warfare such operations have generally been more favoured than the opposite operation known as working on exterior lines. In the present war the operation of the British, Belgium and French forces have been very largely upon interior lines.

Interned.—A term applied to a war vessel which takes refuge in a neutral harbour and is unable to leave after 24 hours' notice. A vessel is accordingly "interned" (see **NEUTRALITY**) until the end of the war, and the neutral authorities must see it is dismantled. Prisoners of war are also said to be interned when they take refuge in a neutral country.

Kilometre.—An international measure of length used on the Continent of Europe. It is about three-fifths of a mile or 936 yards. "Kilometre" means 1,000 metres, a metre being about 39·3 inches.

Knots.—A term used to designate the speed of ships; "25 knots" means that a ship is capable of travelling 25 nautical miles an

hour. The nautical mile is 6,080 feet, as against 5,280 of the statute mile. About 25 knots is a speed of a very fast "Dreadnought." A fast torpedo-boat destroyer often has a speed of 30 knots or more. The comparative equivalents are:

5 knots ...	5½ miles.
10 " ...	11½ "
15 " ...	17½ "
20 " ...	23 "
25 " ...	28½ "
30 " ...	34½ "

Kopeck.—A small Russian copper coin worth one-hundredth of a **ROUBLE** (which see).

Krone.—The silver monetary unit of Austria-Hungary. It has an exchange value of 10d., and is divided into one hundred parts, called heller.

Landstorm.—A name applied to the Dutch Army Reserve. The German Army Reserve is called **Landsturm**.

Landwehr.—A German cavalry force equivalent in organization to the English yeomanry.

Last Post.—A bugle signal used in the British Army signifying the time for retirement has come. It is usually sounded at 10 p.m. The Last Post is also sounded over the grave at a military funeral.

Legal Tender.—A term applied to the status of various kinds of coinage. When paying debts in peace time, gold and Bank of England notes are legal tender for every purpose and cannot be refused by creditors, except that no one can be compelled to give change. Silver in peace times is not a legal tender for sums over £2, nor is bronze for sums over 1s. On the proclamation of war the Government issued paper money which was made legal tender by Act of Parliament, and at the same time Postal Orders were made legal tender.

Legion of Frontiersmen.—An irregular force of horsemen raised by Col. Driscoll, D.S.O., from among men who have seen active service in various parts of the British Empire, and especially on the frontiers. The headquarters is at 6, Adam Street, Strand, London, W.C. They have offered the services of 5,000 trained men for the war.

Legion of Honour.—An honorary distinction controlled by the French Government and conferred in its various degrees for public service. The Cross of the Legion of Honour was recently conferred upon the city of Liège.

Lieutenant.—A rank in the Army and Navy. In the Army the junior commissioned officer is known as second lieutenant, and his pay varies from 5s. 3d. to 6d. 8d. a day. In the Navy, the naval cadet or midshipman of six years combined training and service is entitled to the rank. The pay of the naval lieutenant is from £182 to £292 per annum.

Lights Out.—A bugle signal of the Army sounded at about 10·15 p.m.

Lines.—The term applies to various phases of military operations. "Regiments of the Line" are those which are kept in a high state of efficiency and usually ordered immediately to the front on proclamation of war. The honour of being on the "right of the line" in the British Army belongs to the Royal Regiment of Artillery. "Lines of communication" are guarded roads,

usually railways, along which our reinforcements and supplies travel from the military bases to the fighting front. When an army cuts such a line of communication the belligerent army is seriously impeded. The lines of communications are often sea routes, as was often the case in the Peninsula War, when Wellington kept in touch with his base, *i.e.*, England, by altering his disembarking points as he proceeded on the campaign. When an army is in camp the tents of the various regiments are arranged in "lines" across which the other regiments are not supposed to pass. See also **EXTERIOR LINES**.

Lira.—The silver monetary unit of Italy, and the exact equivalent of one **FRANCO** (which see).

Machine Guns.—A term applied to weapons which are distinct on the one side from artillery and on the other from small arms. They generally fire the same kind of cartridge as those used in rifles. The Gatling gun from America was one of the first instruments for firing bullets automatically. A mitrailleuse gun consists of 25 barrels bound together, firing more than 100 rounds per minute. The Nordenfeldt was the first successful gun of this class. The Maxim gun invented by Sir Hiram Maxim is the one more generally used to-day. It fires 250 rounds per minute, and can distribute annihilating fire over a space of 25 yards at a distance of 1,000 yards, the lateral interval between the bullets being not greater than 18 inches. It has a greater efficiency when firing at an angle, the bullets covering a wider range.

Major.—The title of the lowest rank of field officer in the army. An unmounted major is known colloquially as a "mud major." The major assists the commanding officer in all matters of routine and discipline. His pay varies according to the regiment from 13s. 7d. to 18s. 6d. per day.

Mark.—The silver monetary unit of the German Empire. It has an exchange value of 11·7483d. (say, 11½d.), and is divided in one hundred parts called pfennige. German gold coins of 10 and 20 marks are minted.

Martial Law.—A code of procedure by which all the ordinary functions of police and magistrates are exercised by military authorities. Martial law must be duly proclaimed by legal processes, and when it is proclaimed the martial authorities are in supreme command of the proclaimed districts and may take any means whatever that are justifiable to secure the success of military operations, the passage of troops, the protection of a district, and the peaceable behaviour of citizens. Under martial law offenders may be shot. The Defence of the Realm Act which was passed by Parliament since the declaration of war constitutes a modified form of martial law, giving the military authorities ample powers to conduct military operations, but not at the same time abrogating the common-law rights of citizens.

Merchant Cruisers.—A commercial vessel, usually an Atlantic "liner" which, in return for a subsidy granted to the owner for carrying the British mails, is held at the disposition of the Admiralty for hire or purchase in time of war. When taken over by Government they are converted into

"armed cruisers" and mainly used as transports for troops. See the heading in Chapter XI.

Midshipman.—The highest rank of petty officer on board a ship of war, next below that of lieutenant, who holds the king's commission. Midshipmen are educated at the Royal Naval College. When they have passed all tests, they are ready for promotion to a lieutenancy.

Mine-Layers.—A term used to describe a ship, not necessarily built for naval purposes, which carries a cargo of explosive floating mines and disposes of them at various points in the vicinity of harbours and in shallow seas. These mines are so constructed that they explode on coming into contact with a vessel. These acts of hostility are circumvented by means of mine trawlers, which during the present war have been steam trawlers specially commissioned by the British Admiralty for purposes of sweeping the seas where mines are suspected to be laid.

Mobilization.—A word introduced with the short service system. On commanding officers being notified that mobilization is to take place, every man is called up for duty, stores are got ready, and within the appointed time the forces are ready for the field.

Morale.—A term applied to the spirit that animates an army, the sum total of the psychology of each soldier composing it. Morale may be determined by an initial success or failure, and its quality may be a deciding factor in the outcome of a war.

Moratorium.—A legalized process announced by Royal Proclamation by which the acceptors of bills of exchange are absolved from meeting them when they become due, during the terms of moratorium. On the suspension of the London Stock Exchange, due to the declaration of war, a short Act of Parliament was put through with the design of affording substantial relief in regard to a great number of financial obligations.

Mounted Infantry.—Infantry who are mounted on horses for the express purpose of facilitating movement, as distinguished from cavalry, in which man and horse are trained together as fighting units. See **CAVALRY**.

National Rifle Association.—The organization which seeks to promote the efficiency of rifle shooting in all branches of His Majesty's forces and also amongst civilians. The headquarters are Bisley Camp, Brookwood, Surrey, where an annual shooting competition takes place for the coveted King's Prize—the blue ribbon of shooting.

National Volunteer Artillery Association.—An Association for encouraging artillery shooting by means of prize meetings, etc.

Naval Marriages Act, 1908.—This Act provides that any officer, seaman, or marine borne on the books of one of His Majesty's ships who wishes to marry may, if the marriage is to take place at a register office or a Non-conformist registered building, give notice to his commanding officer, who after the lapse of twenty-one clear days, can issue a certificate for the marriage. The other party must give notice in the usual way to a registration officer in the district in which she resides. If the marriage is to take place at a church of the Church of England, the chaplain or commanding officer must publish

the banns on board the ship on three successive Sundays: he can then issue a certificate of publication of banns. The banns must also be published in the church in which the marriage is to take place. No marriage by licence can take place under this Act.

Navy List.—An official publication issued monthly by authority of the Admiralty, giving details of the ships and officers in the Royal Navy serving at home and abroad.

Neutrality.—When a nation is at war it is obligatory for the belligerent parties to notify all other Powers that they are engaged in hostilities. And it is the duty of such Powers, not taking part in the war, immediately to issue a proclamation of neutrality, warning their citizens that no assistance must be given to belligerents. The ships of neutral nations are entitled to go about their business in the usual way provided they are not carrying contraband of war (see **CONTRABAND**), but they are liable to be searched by belligerent ships. Belligerent ships may not be fitted out in neutral waters, but if they are driven by force of circumstances in a neutral harbour they may be supplied with sufficient coal to enable them to proceed on their voyage, but they must leave a neutral port within 24 hours or be "interned" for the rest of the war. If combatants seek refuge or accidentally enter neutral territory they also must be interned. See **INTERNEED**.

Non-Combatant.—A term applied to civilians, men, women, and children, who do not take an active part in a war, and who, if found by an enemy engaged in peaceful occupation and not in possession of arms, are entitled to elementary rights of protection according to the established usages of civilized warfare. International Law guarantees them their lives and property, and that they shall not be required to take part in the military operations of the enemy. They are liable to provide supplies (which will be paid for by receipt), they may be called upon to act as guides, and they may be required to do services for the enemy outside their ordinary work. They are under martial law, and any disobedience is punishable with death.

Objective, in strategy, is the town, fortress, arsenal or other object aimed at, the occupation of which is deemed to have a decisive effect. In 1870 Paris was the objective of the Germans, and Berlin the objective of the French.

Orderly.—A soldier or non-commissioned officer told off for routine duty. Such duties are usually undertaken by all the men in turn.

Ordnance Survey.—A department of the British Government with headquarters at Southampton, engaged in making detailed maps of the British Isles. The basic map, on a scale of 25 inches to the mile shows the position of every house, tree, well, pump, telegraph office, etc. It was primarily prepared for the use of the Army.

Paras.—A small Serbian copper coin exactly equal to the French CENTIME (which see).

Patrol.—A small body of men, usually cavalry, sent out for the purpose of gaining general information as to the presence of the enemy and the nature of the surrounding country.

Periscope.—An attachment above the deck of a submarine consisting of a lense and mirror, whereby those on board can observe their

surroundings when the vessel is submerged. See **SUBMARINE**.

Perper.—A Montenegrin silver coin corresponding exactly to the Austrian KRONE (which see).

Press Bureau.—A Government office under charge of the Rt. Hon. F. E. Smith, M.P., for the dissemination of the official news concerning the war.

Prince of Wales's National War Relief Fund.—A fund started at the instance of H.R.H. the Prince of Wales to deal with all hardship, whether caused directly through war, casualty, or indirectly through the dislocation of trade and industry that inevitably trails in the wake of war. It reached a total of £1,000,000 within five days of its organization, which is largely in the hands of Mr. C. A. Pearson, H.R.H. being treasurer. The appeal made by H.R.H. to the nation read as follows: "All must realize that the present time of deep anxiety will be followed by one of considerable distress among the people of this country least able to bear it. We most earnestly pray that their sufferings may be neither long nor bitter. But we cannot wait until the need presses heavily upon us. The means of relief must be ready in our hands. To allay anxiety will go some way to stay distress. A National Fund has been founded, and I am proud to act as its Treasurer. My first duty is to ask for generous and ready support, and I know that I shall not ask in vain. At such a moment we all stand by one another, and it is to the heart of the British people that I confidently make this most earnest appeal.—EDWARD P."

Prisoner of War.—The term applied to combatants and non-combatants of the enemies' nationality which are either taken in the field of battle, or are arrested under various circumstances. A large number of German and many Austrians have been arrested in Great Britain and detained as prisoners of war on the ground that they were reservists about to proceed to join the enemies' forces.

Prize Court.—A court organized in connection with the Admiralty Division of the High Court of Justice to condemn as prizes any enemies' ships taken in warfare. The Court hears evidence as to the capture and nationality of the ship, and may order its cargo to be disposed of under the rules of equity, innocent third parties owning such cargo not forfeiting their rights. The value of the ship, when finally disposed of, becomes "prize money," and is divided amongst those who assisted at its capture.

Range Finders.—Apparatus for determining the distance of an object to be fired at either of a portable character or attached to field guns, etc. The range finders on big guns are generally effective up to a distance of 6,000 yards. See also **SIGHTS**.

Railway and Engineer Staff Corps.—A semi-military organization composed of the general managers of British railway companies, forming part of the national mobilization plan. On the declaration of war the Corps took over the control of the railways to facilitate the movement of troops and supplies and at the same time steps were taken to guard the railways by Territorials.

Rank, Naval and Military.—All officers in H.M. Forces bear distinctive titles of rank, and generally carry out distinctive duties. These

have been detailed in this chapter under their several heads. The officers in the Army rank as follows: Field-marsals, generals, lieutenant-generals, major-generals, brigadier-generals, colonels, lieutenant-colonels, majors, captains, lieutenants, second lieutenants. The officers of the Navy are: Admirals of the fleet, admirals, vice-admirals, rear-admirals, commodores, captains, commanders, lieutenants, sub-lieutenants, midshipmen.

Reconnaissance in Force.—An advance of a considerable body of troops detached from a main army with a view either of discovering the enemy's position, or with the purpose of misleading him.

Reconnoitring.—The military technical name for scouting. A reconnoitring party is sent out for the purpose of gathering information, and its business is to return with the information without having revealed its presence to the enemy.

Red Cross Society.—An organization embodying under one name and administration a number of hitherto separate societies, formed in 1905. It can call upon 60,000 persons, many of them highly trained, to undertake field ambulance and hospital work. The British Red Cross Society does not exist to undertake itself the whole work of administering to the sick and wounded. It is purely a contributory body. In time of war it would act under the directions of the Admiralty and the War Office, and its activities are limited by the nature of the war and of the climatic conditions under which it is being fought. The British Red Cross Society is recognized by the War Office and the Admiralty as the organization responsible for the Red Cross Movement throughout the British Empire, and the terms of the arrangement between the heads of the Services and the Society is included in "Field Service Regulations." Offices: 9, Victoria Street, London, S.W.

Reinforcements.—Troops held in reserve and hurried forward to assist a weak point in a line of battle at the critical moment.

Relief Fund.—See PRINCE OF WALES'S NATIONAL RELIEF FUND.

Requisition.—A legal request made by the military for whatever assistance may be needed for the work of the Army in the way of food, vehicles, animals, or accommodation. See also **COMMANDEER**.

Reveille.—French word used in the Army to signify the first bugle call of the day. It means in French: Awake!

Rouble.—The silver monetary unit of Russia of a value of 2s. 1½d. It is divided into one hundred kopecks. Gold coins of 5, 7½, 10 and 15 roubles are in circulation.

Royal Artillery.—A famous regiment in the British Army, known as the Royal Regiment of Artillery. It is the largest single regiment of the British Army, costing in time of peace the sum of £1,129,000 for equipment and maintenance. It is divided into Royal Horse Artillery, headquarters Woolwich, with 26 batteries; Royal Field Artillery, headquarters Woolwich, with 147 batteries and 6 depots; and the Royal Garrison Artillery consisting of 9 batteries of the mountain division, all stationed in India; and 87 companies, 12 heavy batteries and 4 depots, stationed in all parts of the British Empire. There is also a special

reserve of the Royal Garrison Artillery and Territorial Artillery made up of various units. In the Royal Horse Artillery every man is mounted. The Royal Garrison Artillery possess what is believed to be the most powerful guns in the world, including heavy guns of 120 tons, firing a projectile 16 inches in diameter. The 12-inch gun, however, is that generally relied upon.

Royal Automobile Association.—A leading association of motor-car owners which has offered the use of 10,000 cars to the War Office for service at home or abroad.

Royal Flying Corps.—A military organization relating to airships, aeroplanes, and hydroplanes, their manufacture, operation and personnel. The Naval wing has headquarters on a "parent ship" (H.M.S. *Hermes*, Capt. C. W. Vivian), and there is a flying school at Eastchurch, near Southampton. The British Naval air stations are at the Isle of Grain, Calshot, Felixstowe, Yarmouth, Cromarty, and the Firth of Forth. These are chiefly for hydroplanes, a vessel which can travel by land or air. The airship station is at Farnborough. The headquarters of the Military wing of the R.F.C. is at South Farnborough, under command of Lt.-Col. F. H. Sykes. There are aeroplane squadrons at Montrose, Salisbury Plain (2) and elsewhere.

Royal Marines.—An army regiment which costs the nation in peace time a sum of £802,000 a year. It supplies "soldiers and sailors too" to the ships of the Royal Navy. The divisions are based on Chatham, Portsmouth and Plymouth, and there is a depot at Deal. The Royal Marines are primarily a landing force, and they have done excellent service on land during many of our "little wars."

St. John Ambulance Brigade.—An organization for sending first aid to the injured. The brigade has 4,150 members mobilized, while there is a roll of 2,000 men waiting to sign at a moment's notice.

Scout.—A soldier specially trained to act on his own initiative and sent out to gather useful information.

Seaman.—Men in the Royal Navy are rated as able-bodied, ordinary, or leading seamen. Their annual pay varies from £23 to £43.

Sergeant.—A non-commissioned officer who is often described as "the backbone of the Army." His pay varies from 2s. 4d. to 3s. 4d. a day. There are also ranks known as sergeant major (who is the leading sergeant of a regiment), and quarter-master-sergeant (who has charge of stores, etc.).

Siege Gun.—Heavy guns requiring as many as 32 horses for their transport, which are used against strongly fortified positions.

Sights.—The attachments of a firearm along which the object aimed at is aligned with the eye. A rifle has a fore-sight at the end of the barrel and a back-sight which is adjustable for different ranges. "Service sights" are those used with army weapons, but in certain target competitions at Bisley, etc., very complicated apparatus is used to secure the greatest possible accuracy of aim. See also **RANGE FINDERS**.

Small Arms.—Defensive and offensive weapons carried by a soldier or sailor, and when firearms, distinguished from **ARTILLERY**

(which see). The small arms usually carried are rifle and bayonet, sword, lance, cutlas and revolver. Cavalrymen carry carbines, or a shortened rifle. The Government factory is at Enfield.

Spies.—A relative term interchangeable with SCOUT (which see). Spies, however, are known to be sent by enemies in preparation of war, and maybe years before the outbreak of hostilities. Spies captured in peace time are liable to penal servitude; in war time, they are liable to be shot.

Squadron.—In the Navy a term applied to a number of vessels under command of an admiral, and forming part of a fleet. In the Army it is applied to a more or less definite number of cavalrymen, which make up the parts of a regiment. In this sense it is equivalent to the term "company" in the infantry.

Strategy.—The means employed by a commander to bring the enemy to battle. The main objects of strategy consist in taking advantage of superiority in numbers, position, equipment, etc. Naval strategy is in principle the same as military strategy but is differently conditioned. The range of action, of a fleet, for instance, is determined by fuel, while that of army is limited by endurance and commissariat. Naval strategy to be effective must be offensive; military strategy may be successful on purely defensive lines; but ships lying in harbour can accomplish nothing. A fleet may leave its base without reference to its line of communications while an army may not. Strategic points, such as fortresses, defiles, bridges, junctions, roads, etc., are of importance in so far as they assist the commander in developing his strategy or hinder the strategy of the enemy. Decisive strategic points are places the possession of which is vitally important.

Strength, On the.—A term applied to the status of the wives of soldiers. If the marriage has been sanctioned by the rules of the regiment, the wife is said to be "on the strength," and receives an allowance, or lives with her husband in "married quarters." During the war all wives and families of soldiers on active service will be regarded as on the strength and will be duly cared for.

Submarine.—A peculiar form of boat designed to progress either on or under the surface of the water. In naval warfare their use is to ram a big ship of the enemy, or to fire torpedoes against it. They are also used to enter harbours unobserved, and with a view of destroying harbour booms and other defences. The French have developed this arm of naval offence to a very high degree of efficiency, and indeed it is supposed that the basic idea of the submarine boat originated in the fertile brain of the great French novelist, Jules Verne, who wrote "Twenty-thousand Leagues Under the Sea." The German name for submarine is "Unterseeboot," whence the designation "U" for this class of craft.

Tactics.—The means employed by a commander to defeat the enemy when, through the employment of strategy, he has been brought to battle. See STRATEGY.

Torpedo.—A peculiar kind of projectile capable of blowing up a warship. It is fired from a tube in the bows of a torpedo-boat, and is capable of propelling itself towards the object at which it is aimed. Some torpedoes are controlled by wireless telegraphy. Torpedo nets are nets placed around a warship on overhanging booms to arrest a torpedo before it strikes the hull. A torpedo-boat-destroyer is a very fast craft designed to overtake and destroy torpedo boats.

Transport.—The equipment of an army which attends to the carrying of supplies to the front and the bringing of the wounded to the rear. A vessel carrying troops is also called a transport.

Trooper.—The title of a horseman in the cavalry, and equivalent to "Private" in infantry regiments.

Uhlán.—A German cavalryman.

War Office.—The department of State which organizes the equipment and training of the Army. The headquarters are at Whitehall.

Warrant Officer.—An officer in the Army or Navy who is between the rank of a commissioned and non-commissioned officer. He wears a sword, but is not entitled to a salute.

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